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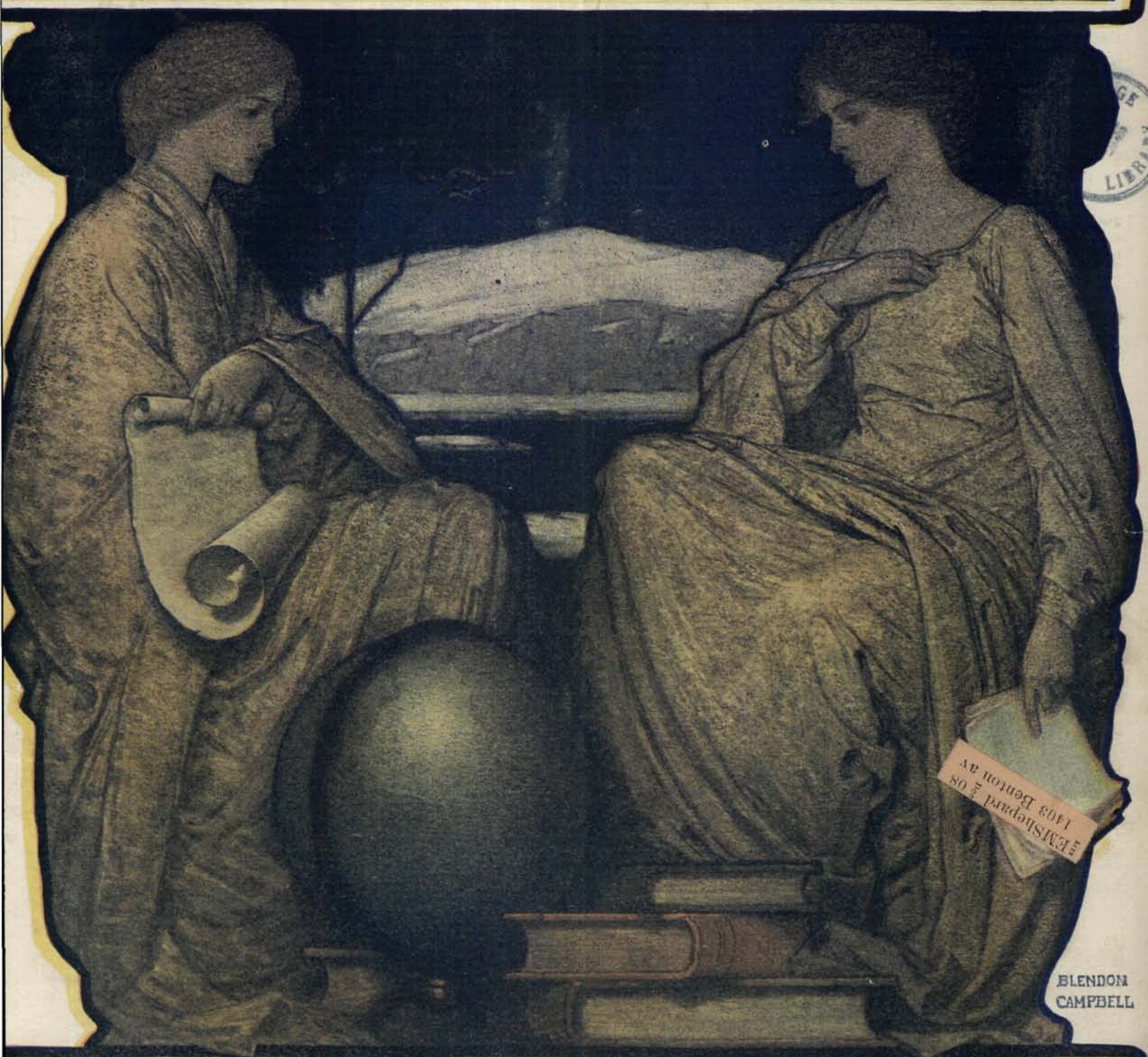

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Second: That Vinol is *not* made up of drugs or chemicals which are *said to resemble* the medicinal elements found in the cods' livers and their oil, and is not a patent medicine.

Third: That Vinol contains not only *all* the medicinal extractives of the oil, but of the liver as well; the nauseating, useless oil, from which we have extracted all the goodness, being *thrown away.*

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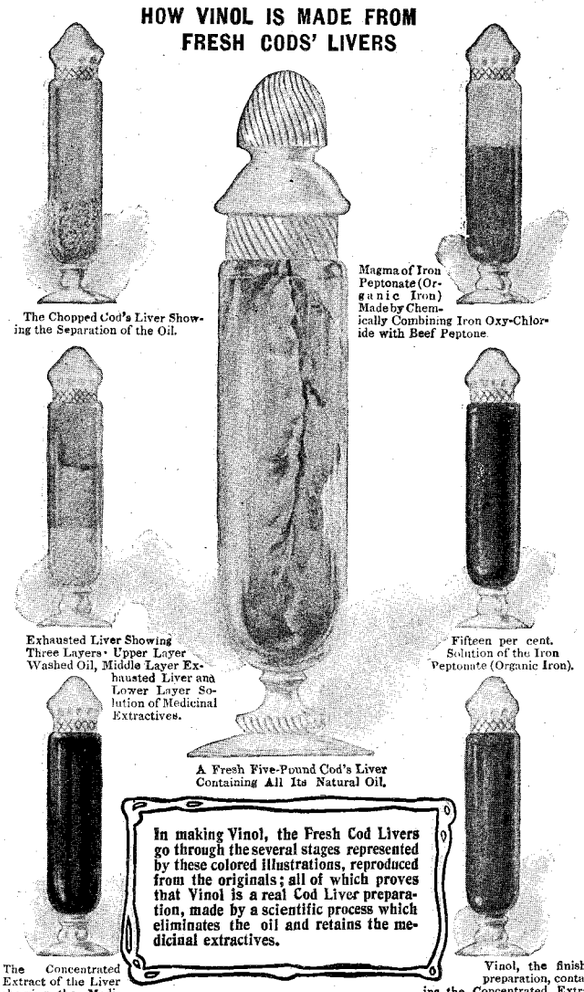
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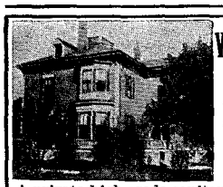

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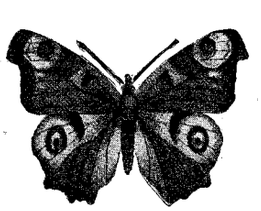

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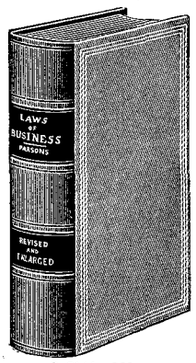

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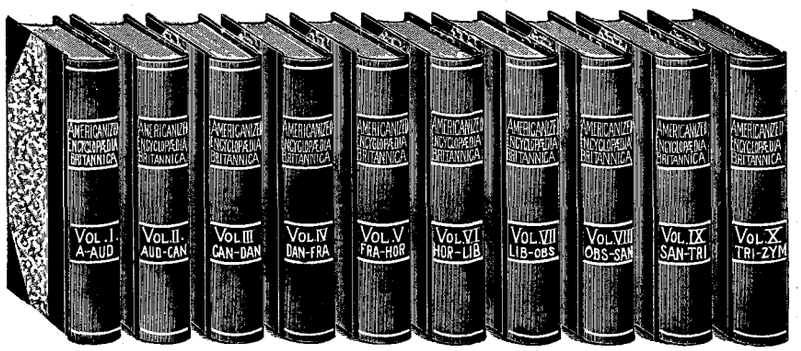

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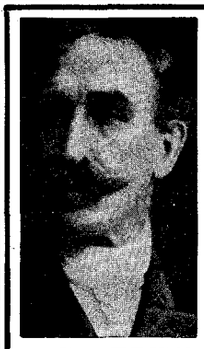

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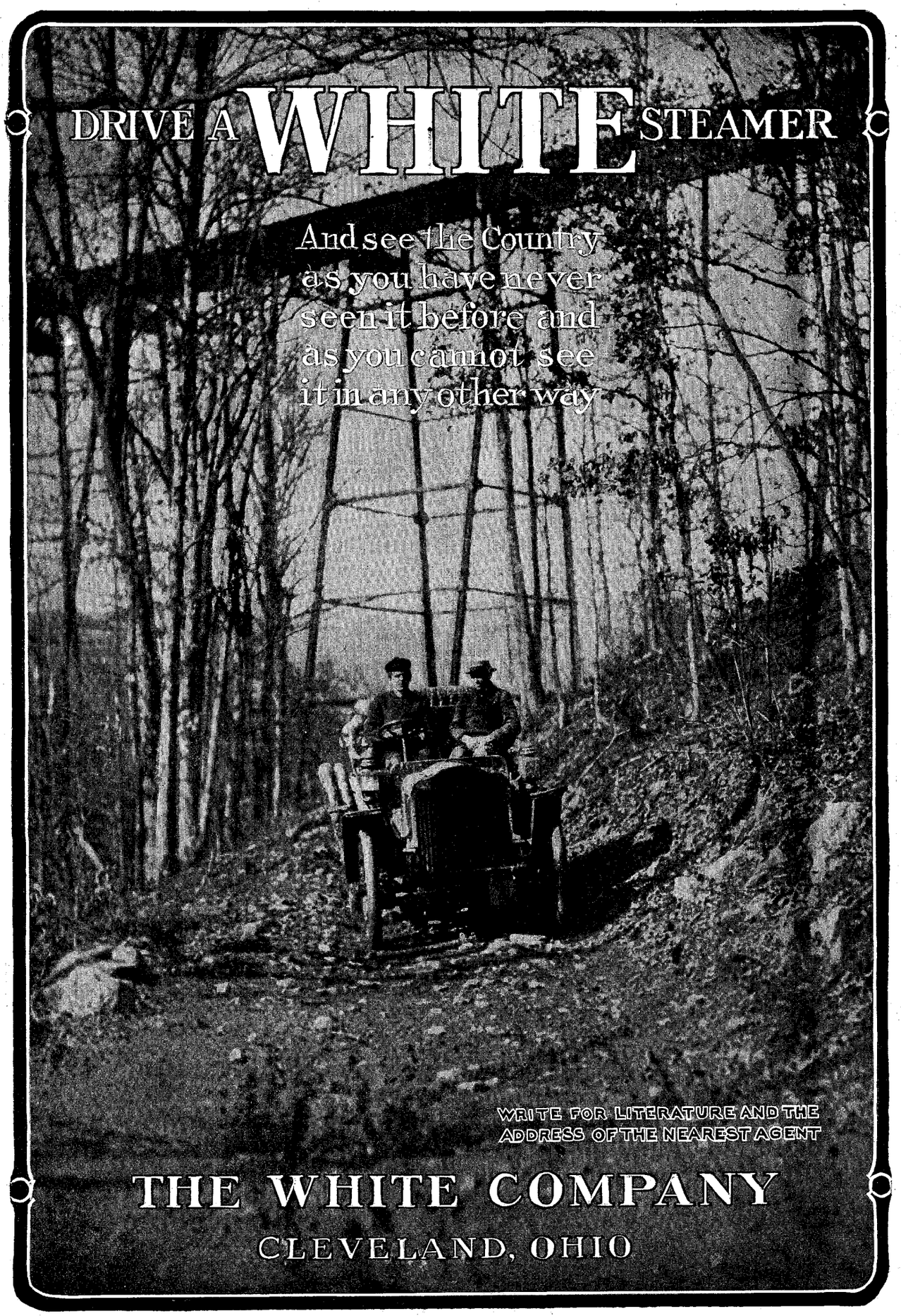
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TOPICS OF THE DAY

THE WAR ON STOCK-GAMBLING

AS a consequence of the panic of last October—which the New York *World* calls "the gamblers' panic"—the old problem of putting a check upon the abuses of stock-exchange speculation has obtruded itself with a fresh emphasis upon the attention of the country. More than a dozen bills framed to limit speculation in the stock and commodity exchanges by forbidding short selling and transactions in futures have been introduced during the present session of Congress. President Roosevelt, in his latest message, after declaring that he would like, if he knew how, to ask for laws "to prevent at least the grosser forms of gambling in securities and commodities, such as making large sales of what men do not possess, and 'cornering' the market," admits that "the great bulk of the business transacted on the exchanges is not only legitimate, but is necessary to the working of our modern industrial system." The problem which has thus far baffled the legislators is to extirpate the "bucket-shop" type of operation without seriously interfering with the legitimate functions of the exchanges.

Mr. Bryan, speaking recently in New York City, declared that, "measured by the number of suicides caused by the New York Stock Exchange, Monte Carlo is an innocent pleasure-resort by comparison"; and added that the men in charge of the Louisiana lottery "never did a tithe of the harm that the grain-gamblers and the stock-gamblers of New York do every day, nor did they ever exercise anything like the corrupting influence over politics." Even *The Wall Street Journal* acknowledges that "Wall Street is, in a political sense, the most unpopular spot in the country at this time." The same paper goes on to state that the abuses for which Wall Street is responsible are mainly outside of the Stock Exchange. But even the Stock Exchange, it adds, "owes it alike to itself and to the investing public to make a number of improvements in its system." For instance, it ought to compel its members to demand larger margins from their customers, a course which "would diminish by a large percentage the amount of small, dangerous, and gambling transactions upon small margins." It is apparently the opinion of *The Wall Street Journal* that the only regulation which is not likely to do more harm than good will come from within the Stock Exchange itself, and not from Albany or Washington. *The World*, on the other hand, asserts that "we can stop stock-gambling," and declares that "the people should call upon all those whom they have placed in authority to dam up this great channel of disaster, watered with tears and paved with wasted gold."

Stock-gambling, suggests *Harper's Weekly*, is a symptom rather than a disease; and the disease that causes it "seems to be the seizure called prosperity." "Keep prosperity down to a modest level, and there won't be much complaint about excesses of stock-speculation." Since we can not legislate against a symptom, and would not legislate against prosperity, the weekly quoted apparently counsels resignation.

The Journal of Commerce calls upon us to distinguish between gambling and speculation. There is no great turpitude, it claims, in "selling short" or "buying on margin." To quote:

"Selling stocks short is only selling at present market price in the hope of buying for less and profiting by the bargain. Buying on margin is practically buying on credit by making a deposit with the broker for his security in order to trade on a larger scale for the sake of profit from an advance in prices. The credit of the broker and his facility in obtaining loans is used for a consideration in behalf of his clients. This speculative dealing has for its purpose not investment, like buying a farm or a factory, but profit in trade like buying and selling dry goods or groceries, tho with an essential difference. There is not available in the market enough of these securities dealt in on the Stock Exchange for a delivery or transfer of certificates or bonds with every transaction, and such a process would be clumsy. No doubt there is much selling of what is not yet owned and is never obtained and delivered, and much buying of what is sold again before it is received or is never expected for delivery.

"But are these dealings therefore sheer gambling and altogether reprehensible on the part of those who are seeking for profit either in buying or in selling? It incites a keen study of securities and of the market for them, it develops knowledge and judgment of their legitimate value, it begets that 'higgling of the market,' that contest between the desire to buy cheap and the desire to sell dear, which determines as nothing else can the legitimate level of prices, and it makes a wide and active market for the vast variety of stocks and bonds that are the constant object of investment and the means of realizing from investments. That is of great service to the community. . . . . .

"Speculation is not the purpose of the Stock Exchange and does not materially impair its legitimate function. But speculative dealing, which more or less characterizes all business in which there is risk, has its use, and it is to be clearly distinguished from anything that can be rightly called gambling. To speak of Wall Street as a place of gambling or as a center of iniquitous dealing is an atrocious calumny."

Legitimate speculation, asserts John Paul Ryan, writing in *The Metropolitan Magazine*, "fosters development, makes progress possible, and prevents economic chaos." Barring the case of manipulation, "the stock market tells the truth." Mr. Ryan reminds us that a bill was passed in England in 1734 penalizing the form of stock speculation known as short selling; that it remained a dead letter for one hundred and twenty six years, and was repealed in 1860. A similar law, passed by the New York Legislature in 1812, was repealed in 1858.

Theodore Price, the cotton operator, when questioned by *The*

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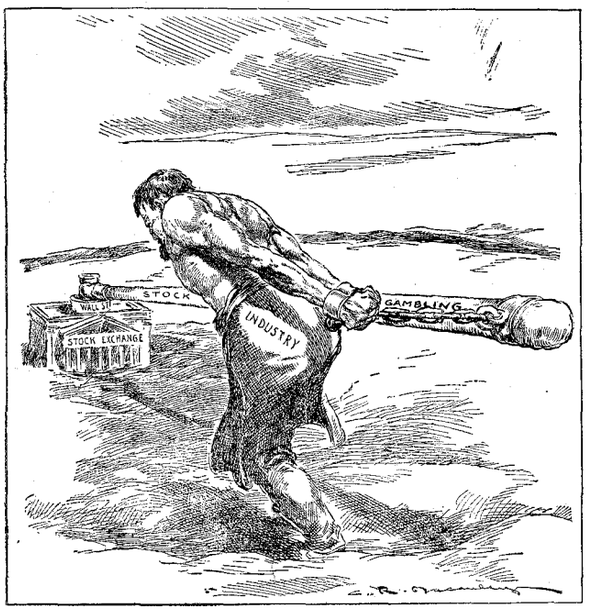
Metropolitan writer on the difference between speculation and gambling, answered:

"Solomon, reputed the wisest of men, said, 'Where there is no vision the people perish.' In all literature there is no justification of speculation so vivid or so trenchant as this statement. The world's great things have been done by men who are willing to take risks and whose willingness was inspired by the picture of success which they kept constantly before their minds and their



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—Macauley in the New York *World*.

ambitions. There is a tendency, chiefly the expression of ignorance, to confuse speculation with gambling. There is, however, not the slightest justification for the assumed synonym. Gambling may be defined as hazard without intelligence or intelligent effort. Speculation, on the contrary, while necessarily involving hazard, is only justifiable as it may be undertaken in the spirit of intelligent research and experience."

RAILROAD WAGE-REDUCTIONS

THE publication of President Roosevelt's letter to the Interstate Commerce Commission on the threatened reduction of wages by a number of railroad companies is received by the press with mingled approval and uneasiness. These proposed reductions, he points out, may result in industrial disputes which will bring about a serious interruption to traffic. Yet in such an event the public, altho vitally interested, would have nothing on which to base its judgment of the real merits of the case except the special pleadings certain to be put forth by each side. The President, therefore, calls upon the Commission to investigate in advance the facts of the situation. He also mentions that the Louisville & Nashville "states that 'the drastic laws inimical to the interests of the railroads that have in the past year or two been enacted by Congress and the State legislatures' are largely or chiefly responsible for the conditions requiring the reduction." He then says:

"If the reduction in wages is due to natural causes, the loss of business being such that the burden should be, and is, equitably distributed between capitalist and wage-worker, the public should know it. If it is caused by legislation, the public and Congress should know it, and if it is caused by misconduct in the past financial or other operations of any railroad, then everybody should know it, especially if the excuse of unfriendly legislation is advanced as a method of covering up past business misconduct by the railroad managers or as a justification for failure to treat fairly the wage-earning employees of the company. . . . . .

"I therefore ask you to make such investigation, both of your records and by any other means at your command, as will enable you to furnish data concerning such conditions obtaining on the Louisville & Nashville and any other roads as may relate directly or indirectly to the real merits of the possibly impending controversy."

Almost immediately after the publication of this letter Washington dispatches contained the statement that "there is no concerted action on the part of the American roads to make general changes in their wage scales at this time or in the near future." If such plans were under consideration, say the dispatches, the President's letter has acted as a deterrent. This letter, thinks the New York *Tribune* (Rep.), "will probably make effectively for peace"; and President Gompers, of the American Federation of Labor, predicts that it "will clear up the situation." Instead of looking with distrust upon the President's call for an investigation of the facts, says the New York *Mail* (Rep.), "the railroads should welcome it, and cooperate promptly and cordially in its accomplishment." And *The Herald* (Ind.) remarks that "the main purpose of the letter is reassuring," altho "the necessity for preparing such a letter may be questioned."

The railroads, remarks the New York *World* (Dem.), seem to think that the President ought to know very well, without troubling the Interstate Commerce Commission, why they are economizing so rigorously. Says *The Tribune* on this point:

"Since the beginning of the panic the railroads have suffered a severe loss of business. About three hundred and fifty thousand freight-cars are idle. Net earnings for November fell to 15 per cent. below those of the same month of the preceding year, and in December they fell still farther, to about 20 per cent. below those of December, 1906. Net earnings for January and for February to date are not reported, but the decline in gross earnings has been progressive, being 8 per cent. in January, as against 3 per cent. in December and 15 per cent., so far as reports have been received, for the first week in February. In the face of these facts it is evident that railway managers are compelled to reduce operating charges, whether it be by laying off employees or by lowering wages. It is probable that railroads, especially those in the strongest position financially, will resort to a reduction in their working forces, paring them down to the irreducible minimum, before risking the possibility of a quarrel with the unions. To some extent employees have been laid off, as the idle freight-cars and locomotives and the abandoned passenger-trains show. . . . .

"It may well be that if such economies prove inadequate and the contraction in business continues, the railways in general will have to face the question of cutting wages, and it is not improbable that some of the Western railroads which have felt the panic most severely are already confronting this necessity. If it has arrived, or should arrive, the case of labor with the public will be weakened by the selfish policy announced by President Gompers, of resisting wage-reductions no matter what the exigency. That policy means the keeping of a favored few at work with high wages when employers dispense with many in order to be able to pay the scale. It is thus heartless toward a large body of working-men themselves. It ignores the fact that recent advances in wages were obtained on the ground of the increased cost of living, and that the cost of living is now falling. Labor until a few months ago was demanding 'a share in the country's prosperity'; can it now resist sharing in the country's adversity? Furthermore, that policy actually tends to delay a return to normal business conditions. The crash last fall took place because, among other things, of the high cost of labor and of commodities, and until the price of both gets back to the normal it will be hard to reconstruct business on a secure and lasting basis."

The question of reducing wages on the railroads is likely to become a serious matter, says *The Journal of Commerce* (Com.), which approves of a timely investigation of the causes with a view to conciliation or arbitration. "But that inquiry," it adds, "ought not to start with a show of temper or resentment on the part of either the railroads or the public authorities." It therefore should

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not go behind the conditions to their causes, but should deal only with "the practical question whether, as conditions are now, the railroads can afford to keep up the present rate of wages." *The Globe* (Rep.), while admitting that if President McKinley had written the letter it would have been "generally accepted as cooling and healing," fears that in the present instance its effect will be otherwise, since "it will be studied not so much to discover what it says in its lines as what it implies between the lines." *The Evening Post* likewise fears that "the business world" will read into the letter "all kinds of vague threats and possibilities of further interference for political reasons." To quote further:

"Some of Mr. Roosevelt's words look like a distinct invitation to the labor-unions to strike, provided only they do not resort to violence. And his implication that no reduction of wages is to be tolerated in the case of a railroad that has a 'bad past'—'past financial or other operations,' is his language—is either foolish or reckless. If present necessity demands that the Erie, for example, cut wages, is it to be estopt because of what Jay Gould did in the '70's? That is, of course, an extreme case, but it illustrates the principle."

The Times (Dem.) thinks that the inquiry called for by the President is "without any warrant of law." The general idea is that the inquiry is ordered under the Erdmann Act of 1898. Of this law *The Times* says:

"It provides in Section 2 that in controversies concerning wages, hours, or other conditions of employment arising between carriers and their employees, 'the chairman of the Interstate Commerce Commission and the Commissioner of Labor shall, upon the request of either party to the controversy, with all practical expedition, put themselves in communication with the parties to such controversy and shall use their best efforts by mediation and conciliation to amicably settle the same.'

"The President has interfered between the railroads and their men before the conditions described in the law have arisen. There is as yet no controversy between the carriers subject to the act and their employees. Neither party, so far as the public is informed, has demanded the services of the chairman of the Commission and of the Commissioner of Labor. The law nowhere says that any inquiry shall be undertaken until a controversy has arisen and a request for an investigation has been made."

EQUAL PAY FOR WOMEN TEACHERS

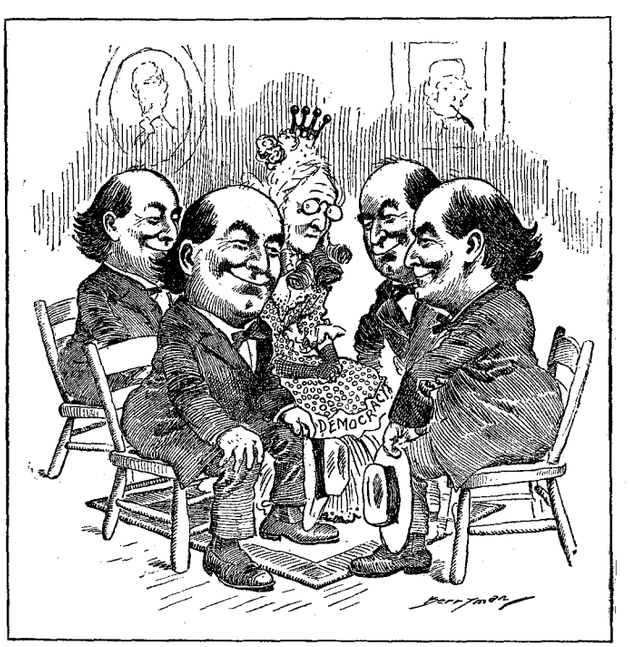
THE spread of the movement to equalize the payment of men and women teachers for equal work has attained such proportions as to arouse considerable editorial remark. In Buffalo and Chicago the principle already prevails, and a vigorous campaign is under way in Philadelphia, where the Board of Education has appointed a committee to investigate the subject. An "equal-pay" bill is now before the New York Legislature, which passed one last year only to see it killed by the Governor's veto. Altho the women teachers are organized in its defense, as they were last year, the Brooklyn *Times* predicts that the bill will probably slumber in committee during this session. "The legislature," it thinks, "does not feel like further antagonizing the Governor, who in the mean time has grown stronger with the people." It will be remembered, however, that the Governor's veto was based on technicalities, and did not commit him on the general principle at stake.

In its broadest aspect, says the Albany *Argus*, the demand of the women teachers is based on "those imperishable principles of equality, and opposition to special class privilege, which were taught by Thomas Jefferson, and which are to-day the vital essence and best assurance of perpetuity of the Democratic party, to which we adhere." And *Collier's Weekly* presents their case more specifically as follows:

"A woman as principal of a school may receive less than a man may receive among the youngest children in the very lowest grade, where, by the way, he ought not to be allowed at all, and where he is put usually only for incompetence in the upper grades. Such flagrant injustice in the long run is flagrantly bad economy, for nothing is more important to all the people than that the schools should have the best teachers who can be secured, whether men or women. Those who object to equality talk about the way the money is spent, the men usually being married and the women not, but such a paternal ground for fixing salaries hardly requires an answer."

Another phase of the question is presented by a correspondent of the New York *Evening Post*, who fears that the granting of

ALL BALLED UP.
BRYAN—"What are you kicking about? You're getting there."
—Bartholomew in the Minneapolis *Journal*.



MR. BRYAN FEELS REASONABLY CERTAIN THAT HE WILL BE HER CHOICE.
—Berryman in the Washington *Star*.

NOTHING ELSE IN SIGHT.

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equal pay to women teachers would be an indirect menace to the family and to society. We read:

"Economic law and the well-being of society set the wage of the adult male at the 'living wage' of the family—this quite regardless whether the individual man is even married. The wage of the woman, as for example in stenography, is not standardized to the 'family wage'; it remains individual. And it is well for society that it should be so; for, first, the family should be fostered, not penalized; and second, the single woman should be productive to society, as well as self-supporting. Labor-unionism, to be sure, demands the man's wage, the 'family wage,' for women, too, but that is merely in order to drive women out of competition, and the method has succeeded—to woman's great loss.

"Perhaps nowhere else is the issue drawn so clearly as in the New York City public schools, because the Board of Education does not engage married women. Here, then, is found a body of nearly 15,000 employees, 88 per cent. of whom, women, receive what is theoretically an individual living wage, which wage, because of their overwhelming number, constitutes the regular wage of the New York teacher. To the other 12 per cent., men, employed only because of the need of a sprinkling of men in so great a system, is paid an exceptional wage, what is theoretically a family 'living wage,' and it would seem well both for society at large and for the pupils that the men teachers should be fathers. It is found that over 80 per cent. of the high-school men in New York are married. The average family contains four. As the high-school woman is paid $1,900, and the man $2,400, it would not appear that the man is favored; for over against the individual's $1,900 in the case of the woman stands an individual $600, for each member of his family.

"It seems that the New York woman teacher is unconsciously fighting against the family, against society, and for injustice."

LACK OF WORK

THE lack of opportunity to participate in Adam's curse has become an almost daily feature of the news columns of the daily press. The Pittsburg *Chronicle Telegraph* reports 15,000 unemployed in that city, the Chicago papers put the figure in their city at 75,000, and Frank Julian Warne writes in *Charities*, after a thorough investigation, that New York City has 90,000 members of organized labor without jobs, in addition to 30,000 vagrants. Other cities are in a similar plight. In Philadelphia on Thursday of last week a mob of 2,500 foreigners "armed with revolvers, clubs, bricks, and stones, and carrying red flags," to quote the Philadelphia *Press*, marched for the City Hall demanding "work and bread," and "fought desperately with a score of policemen who attempted to disperse them, and were put to rout by three hundred policemen who were hurried to the scene from every section of the city."

This wide-spread state of unemployment is mitigated, however, by the news of resumption of work here and there. One item tells of the reemployment of 7,500 men in and around Chicago; while others tell of 5,000 going back to work in Cleveland, 6,000 in Biddeford, Me., 2,000 in Johnstown, Pa., 2,500 in and around Wellsville, O., and smaller numbers elsewhere. "The worst is over," declares *The National Labor Tribune* (Pittsburg), and "the resumption of mills will probably from this time on progress steadily." In another editorial it adds:

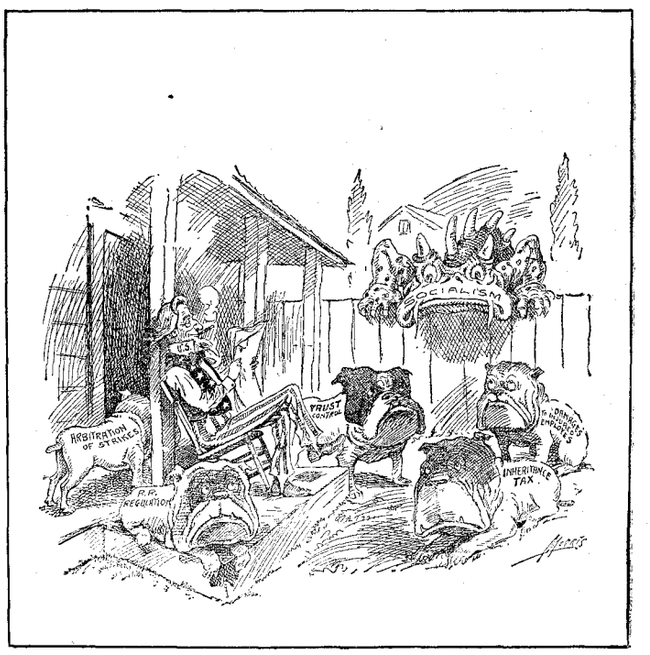
"Within the last ten days there has been a renewal of the demand for labor. Chief Powderly says that this demand comes from every part of the country, that it calls for mechanics, mill-operatives, factory-hands, railroad-builders, and farm-laborers. From the agricultural States has come notice that in the spring hundreds of thousands of farm-hands will be needed and that every effort should be made by the Government at this time to see to it that an adequate supply of labor is provided in the regions where it soon will be urgently required.

"Improvement is certainly under way, but our observation is that it is very slow, and we do not advise our readers who are unemployed to count on a complete resumption of industry at an early date. But the worst of the depression is over, undoubtedly."

If labor resists reduction of wages, however, the men are likely to find themselves without jobs, and if the manufacturer tries to keep up prices he is likely to find himself without orders, remarks the New York *Journal of Commerce*, which goes on to give the following rather bitter advice to both employed and employer:

"The alternative to lower wages and lower prices is less work and less business, not only less than there was a few months ago, which is already an accomplished fact, but less than there would

KEEPING OFF THE BIG FELLOW.
—Savage in the Chicago *Socialist*.



A SUMMING UP OF SECRETARY TAFT'S SPEECH AT KANSAS CITY, FEB. 11.
As long as Uncle Sam keeps the Roosevelt policies, he need have no fear of the dragon Socialism. —Morris in the *Spokesman-Review*.

SOCIALISM IN THE BACKGROUND.

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A NOON-HOUR "BREAD-LINE" OF THE HUNGRY SCHOOL CHILDREN IN GRAND STREET.

New York teachers discovered that hundreds of children go without lunch because their parents are out of work. Many of these are now being fed by public and private charity.

otherwise be. The resistance of organized labor to reducing wages must inevitably increase the number of unemployed and the consequent suffering, and delay recovery in industrial activity, for organized labor has no power to force production or prevent the curtailment that inordinate cost has compelled. The resistance of combined capital, 'in the form of trust or otherwise,' to a reduction of prices can only have a similar effect in hampering recovery for a wide range of industries and for all business that depends upon normal industrial activity. Every day we are getting reports of the great number of working-men in enforced idleness, and there are appeals to governing authorities to make work for the unemployed, while organizations for charitable aid are overwhelmed with demands for relief for the deserving who can get no work. There should be a cooperation of all concerned to relieve this situation as speedily and as rapidly as possible by the only means bywhich it can be done. . . .

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THE BOWERY MISSION AS A DORMITORY.

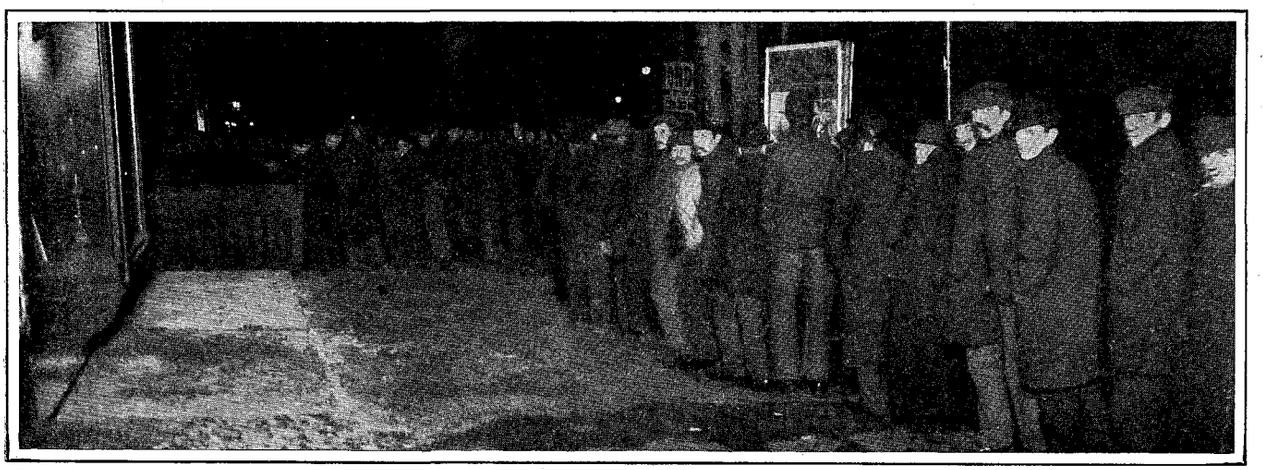
Here five hundred workless and shelterless are allowed to spend the night, sleeping as best they can in their chairs.

"The greatest offender, because it is the one in position to exercise the largest power and do the most harm, is the Steel Trust, which is able to coerce or induce its few influential rivals in the business to cooperate with it in holding up prices, and thereby hampering every industry and trade and all traffic dependent upon it for materials and supplies, and keeping a stifling blanket upon exhausted business in its effort to recover strength."

Several schemes have been suggested for granting unused land to the unemployed, but none of them has materialized on any large scale as yet. A number of cities are rushing city improvements to provide work for their idle. Secretary Wilson received a delegation a few days ago who came to interest him in a plan to open lands to the unemployed. After hearing what they had to say, he replied:

"You are right, gentlemen, only the duty and burden of establishing the enterprises rest unmistakably upon the State and municipal governments. The great manufacturing centers, like New York, Chicago, and St. Louis, have had the advantage of large populations in time of industrial prosperity. They have drained the country districts of a large proportion of the wealth-producers, and it is only fair that, having had the advantages, they should shoulder some of the disadvantages. They must not expect to 'eat their cake and have it, too.'

"The idea is a good one, and the distance between a closed-down factory and a newly plowed farm should be made as short as



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MIDNIGHT "BREAD-LINE" AT THE BOWERY MISSION.

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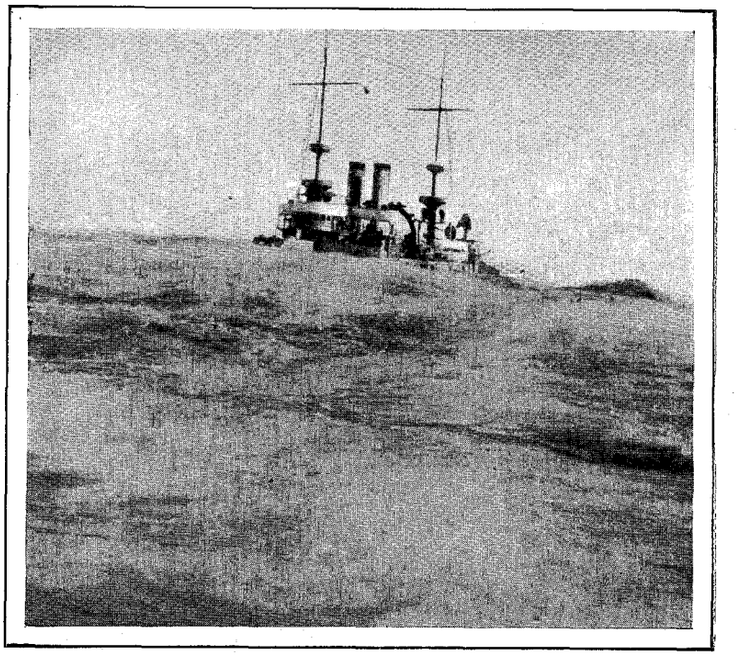
possible. Let the great municipalities, and the smaller ones also, for that matter, provide land within a five-cent fare from town; let the unemployed have access to it, and we will send them experts, without charge, from the Department of Agriculture to show them how to do it, and we will furnish the seeds also. It would solve the problem of unemployment as quickly as anything else would, and the worst that could happen, in case of a return of prosperity in the factories, would be the possession of val uable farms by the municipalities which they might conduct profitably on ordinary business principles."

OFFICIAL ANSWER TO THE NAVY'S CRITICS

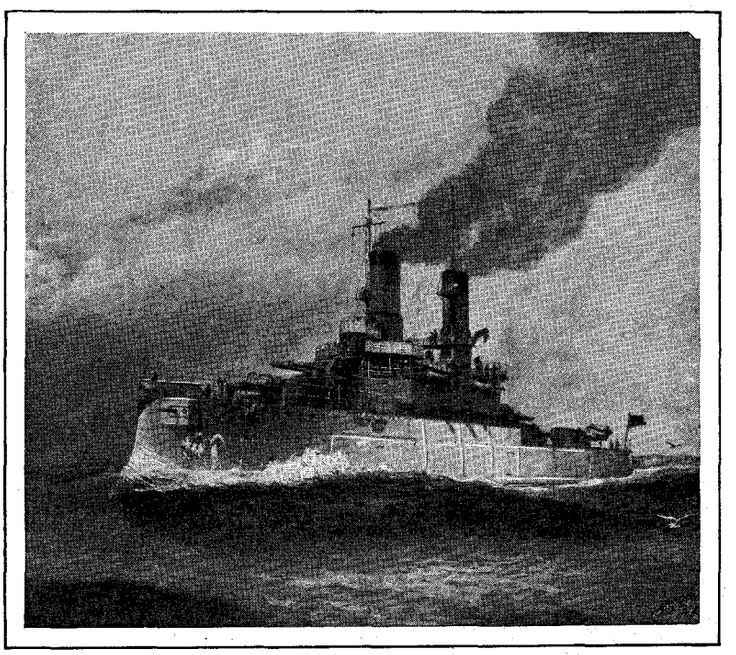
OUR Navy is inferior to none except in the number of its vessels, declare Rear-Admiral G. A. Converse and Chief Constructor W. L. Capps, whose reports before the Senate are the direct result of criticisms published by Mr. Reuterdahl in a popular magazine. These official reports make virtually the same points in refutation of Mr. Reuterdahl's charges as were made in an unsigned article in *The Scientific American* from which we quoted a few weeks ago. Admiral Converse emphasizes the fact that "we have compromises in our designs of battle-ships because it is impossible to construct a perfect battle-ship"—a difficulty which confronts other nations as well. "No ship," he asserts, "has been built by us inferior to those of any nation designed at the same time."

"I have no hesitancy whatever in stating," says Mr. Capps, "that the freeboard forward on American battle-ships now in commission, with the sole exception of the *Kearsarge* and the *Kentucky*, is ample to meet all the requirements of the batteries of those vessels under any conditions of sea which are likely to be met with in naval actions." In some instances Mr. Reuterdahl's statements are declared erroneous—as when he credits the open gun-ports of the *Kearsarge* with an area of 100 square feet, instead of their actual area of 9.12 square feet In others, features which he points out as defects are declared by the experts to be positive merits. We learn from the official reports that the alleged "submerged" armor-belts of our ships are somewhat higher than those of foreign ships of the same date and design; that the armor is thicker; that our turret designs are in the main similar to those of British, French, and Japanese vessels. The reports, thinks the New York *Tribune*, form "a complete and effective answer" to the recent criticism of our battle-ships. "It is always easy to criticize the past by the improved present, as Mr. Reuterdahl did," remarks the Philadelphia *Press*; "but the real question is whether the experience of the past has improved the present." "Of this," it adds, "our new battle-ships leave no doubt." "As far as a layman can determine from the various discussions of the subject in the past three months," says the Springfield *Republican*, "there is abundant reason for the belief that the United States fleet has been built with as few serious faults as any of the modern navies, and that, structurally at least, it is to be compared favorably with the fleets of the other great Powers."



THE "ALABAMA" IN THE TROUGH OF A SEA.

This is the flag-ship of Rear-Admiral Sperry, fourth division, Atlantic fleet. Her keel was laid in 1896. The photograph seems to support the charge that some of our battle-ships have so low a freeboard that their broadside guns would be largely unavailable in rough weather.



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ARCHITECT'S DRAWING OF THE "DELAWARE."

It will belong to the new 20,000-ton type of battle-ship. The *Delaware* and her sister ship, the *North Dakota*, are spoken of as the American *Dreadnoughts*. Their main batteries consist of ten 12-inch rifles.

THE SUFFRAGETTES IN ENGLAND AND AMERICA

THE opposition to woman-suffrage in America comes from the rich women—our "only idle class"—reports Mrs. Cobden-Sanderson, the devoted English leader who has suffered imprisonment for the cause in her own country, and who was recently in the United States trying to awaken American women to a consciousness of their unclaimed rights. Contrasting the movement in England and America, Mrs. Cobden-Sanderson puts special stress on the assertion that in America there is no opposition from the men, who "may be indifferent, but are not hostile." She believes that the chief hope of woman-suffrage in the United States rests upon two classes of women, the college girl and the working woman; and she adds the opinion—writing in the Chicago *Tribune*—that they

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will get the vote "by way of Socialism." Of the idle rich women who are hostile to the movement she says:

"These horrid women—and they are supported only by a few men who object to the alien vote and would like to confine the franchise to American-born citizens—sign the petitions against woman-suffrage, and so far they have met with success in the East. 'We have got everything we want,' they say, and as I used to tell them at my meetings: 'You have a great deal more than you deserve.'

"But I could not get any of them to oppose me, or even to put a question. At the Century Club in Philadelphia the only person who could be found to start an opposition was a lawyer, and the general impression was that it was rather bad taste for a man to contradict a woman. Such scenes as we have here at meetings would be quite impossible in America. If people don't approve they stay away or walk out. They don't interrupt."

The suffrage movement appeals to the American working women, or rather the laboring women, as the writer goes on to explain, because "their only means of improving their condition and obtaining better wages is by combination and getting political power." Of the American college girl she says:

"She is a far larger class than we have here, because there are so many women's colleges and universities in America. I am bound to say that as a rule they know little about the question, perhaps because they approach it from a different standpoint. The idea of the thinking college girl is to go into politics in order to purify it.

MRS. COBDEN-SANDERSON.

Members of the British Cabinet have of late found it impossible to make speeches in public without being interrupted by the question, "Why did you send the daughter of Richard Cobden to prison?" She was arrested for leading a band of suffragettes into the House of Commons.

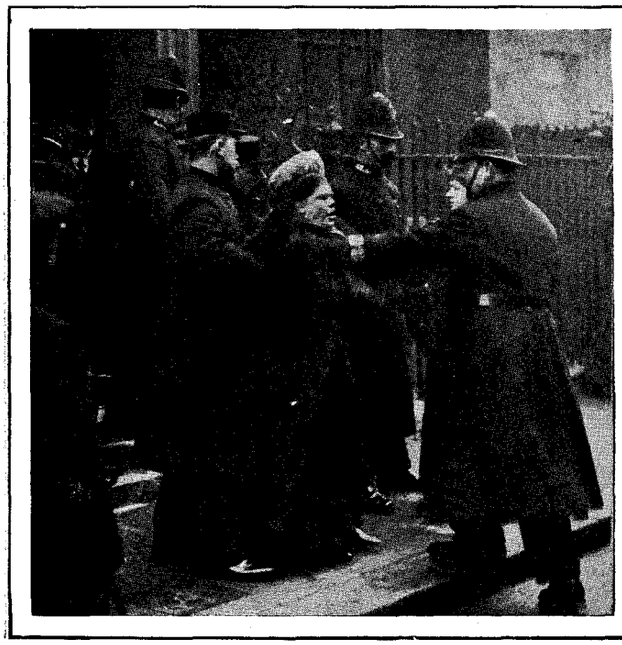
"I spoke at Bryn Mawr College, near Philadelphia, and there, as elsewhere, the girls were perfectly enthusiastic. They were quite ready for the 'gospel,' because they study sociology and political economy, and, in fact, one result of this is that they all want to go into settlements and work among the poor when they leave college."

To quote further from the same authority:

"Women will get the vote in America by way of Socialism. Just now we are at the beginning of a great movement in that direction. There is no chance of an independent Labor or Socialist party, such as we have in England. But everything will come altogether by Socialism.

"Woman-suffrage is not likely to be granted by separate legislation in America. The thing is too complicated. There are five States altogether that have adopted it, but only Colorado as a State—the others introduced woman-suffrage when they were Territories. And of course that does not touch Federal government. So I think that women will have to wait until the American Federation of Labor is strong enough to have its way—for woman-suffrage is part of its program."

While in London the cause is advertised almost daily by riotously devoted women who storm the House of Commons, force their way into the homes of Cabinet Ministers, and struggle in the hands of the policemen who escort them to prison, in this country its methods have scarcely advanced beyond the dignified indoor meeting, the formal resolution, the petition to legislature or



AN ENGLISH SUFFRAGETTE ARRESTED FOR TRYING TO GAIN ADMITTANCE TO THE HOUSE OF THE PRIME MINISTER.

SUFFRAGETTES DISTRIBUTING PAMPHLETS IN UNION SQUARE, NEW YORK.

HOW THE SUFFRAGETTES FARE IN ENGLAND AND IN AMERICA.

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governor. In New York, however, under the leadership of an Englishwoman, Mrs. Borrman Wells, somewhat more advanced tactics are now being applied. Weekly outdoor meetings are held in Madison Square, and an informal Sunday parade, which attracted a following of several thousands, has helped to catch the public's attention. Newspaper rumor has it that these sensational methods, not meeting with the approval of the more conservative woman-suffragists, have split the movement into factions—at least in New York. A delegation of women, representing both factions, appeared before the Senate Judiciary Committee in Albany last week to petition that an amendment striking the limiting word "male" from the suffrage clause of the State Constitution be submitted to a vote of the people. It is interesting to note that another delegation of women spoke on the same occasion in opposition to this petition. Governor Hughes consoled both sides with the diplomatic assurance that whatever is right must ultimately prevail.

The New York *Evening Mail*, comparing the methods of the propaganda in England and America, reminds us that the different phases of the movement have had their analogies in the political activities of the sterner sex. "After the 'gradual emancipation and repatriation' tenets of the original antislavery societies," it remarks, "appeared the militant abolitionists." And "after the woman-suffragist, leading what has been called a 'gilt-chair' movement because its proponents meet in hotels, assembly parlors, and banquet-rooms, appears the suffragette, who holds meetings in the streets and seeks martyrdom from the police." In England the suffragist is already eclipsed by the suffragette, while in America the movement is still in its less radical phase. Says *The Mail:*

"It has been attempted to copy English methods here, and a number of open-air meetings have been held. English agitators have been at work, with only the partial approbation of the local woman-suffrage leaders. 'I think them decidedly out of place,' says Mrs. Carrie Chapman Catt, president of the International Woman-Suffrage Association, speaking of the open-air meetings here. She holds that 'the full suffrage movement is only a question of submission in this country, and we haven't worked at it much in New York because we are not ready to carry it, if it were submitted.'"

MISCHIEF OF THE PACIFIC CRUISE

"EXTREMELY unfortunate, and fraught with immense mischief," contends *The Advocate of Peace* (Boston), is the practise cruise of our great battle-fleet from the Atlantic to the Pacific. Yet this organ of the American Peace Society dismisses as undeserving of consideration the prophecies of consequent international trouble exploited so diligently at one time by our sensational papers, and discovers the real mischief of this naval display to lie in the bad and stimulating example it sets the other Powers. It serves, moreover, "to excite the imagination of the masses at home, to kindle their fighting patriotism, to intensify their fear of imaginary foreign foes, and to make them feel that a big fleet is absolutely necessary to our safety." But the moral effect upon the world at large, urges *The Advocate of Peace*, is the greater evil to be feared. To quote:

"The President naively supposes, if his utterances are to be taken at their face value, that the other Powers will be awed by this naval display into respect for us, and thus the peace of the world be better assured. What will actually happen is that most of the great naval Powers will be aroused by the example, or goaded on by a lurking fear of what may be our purposes, to add immediately to its own naval equipment and to try to outdo us in power on the sea. . . . . .

"That our own country should, at any rate on the naval side, be taking the lead in this ruinous rivalry is one of the incomprehensible contradictions of the time; and so it is regarded by all intelligent people abroad. Our national principles, our historic antecedents, and what we have actually done through arbitration in promoting international good feeling and peace, all demand that we should be first, and not last, in every purpose and effort to bring about speedily a limitation and reduction of the overgrown armaments which now burden the world. But instead of this, here we are, cap in hand, shouting with the full strength of our lungs, and rushing at our top speed at the head of the mad race for ever greater and greater naval armament."

GATHERING THEM IN.

THE MAN ON THE JOB—"This high-pressure system is great!"
—Williams in the Chicago *News*.

"NEXT TRIP!"

—De Mar in the Philadelphia *Record*.

THE FAVORITE SON.

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FOREIGN COMMENT

AMERICA'S ADVANCE ON THE PACIFIC

THE rounding of Cape Horn by the American fleet signalizes the fact that America's interests and America's future have also passed from the Atlantic to the Pacific, and this transition is a good and sufficient explanation for the voyage of our ships, declares Sydney Brooks in the London *Fortnightly Review*. The doubling of the Cape "marks the turning-point in an unexampled maneuver," and "transfixes a great nation in the very crisis of a vast political transition," remarks this experienced British observer of American affairs. The undertaking, he adds, "has no parallel in naval history," and must be taken as a symptom of "the steady decline of the Atlantic during the last ten years as the center of America's political and strategical interests and the counterbalancing rise of the Pacific." First of all, peace in the Atlantic has been secured. As Mr. Brooks observes:

"Within the past decade event after event has whittled down the importance of the Atlantic in the scheme of American policy and strategy. The menace of war, never a very heavy one, has been dissipated, it is hardly too much to say, from Maine to Florida. Since the expulsion of Spain from Cuba and Porto Rico, the West Indies, as a possible source of conflict between the United States and any European Power, have practically ceased to exist. . . . .

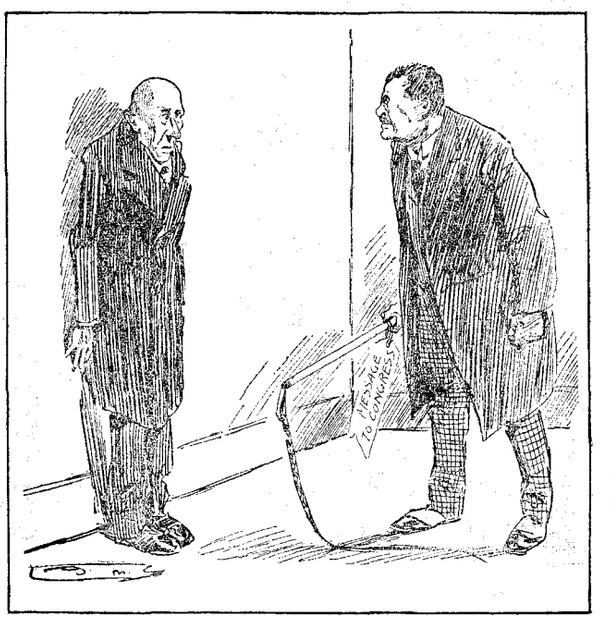
"Again, the revolution that has taken place in Anglo-American relations within the last ten years is another and potent guaranty for the peace of the Atlantic seaboard. There are questions still pending between the United States on the one hand and Canada and Newfoundland on the other, but, tho intricate, they are in no sense menacing; the spirit in which they are approached is the spirit of reasonableness and amity; and the idea that any one of them, or all of them put together, could result in a war between the United States and Great Britain would, I believe, be rejected as monstrous and incredible by the people of both countries. . . .

"Finally, there is the Monroe Doctrine. It is a commonplace

HOW ENGLAND AMUSES ITSELF.
—*Rire* (Paris).

of observation that the last ten years or so have witnessed on the part of all European Powers a growing acquiescence in the principle enunciated by that doctrine. That is partly because the Monroe Doctrine has ceased to be a doctrine merely, and has become, thanks to President Roosevelt, a fact pointed with ships and guns, and weighted with reciprocal responsibilities."

The writer continues with the statement that it is not necessary that the fleet should touch at San Francisco in order to fulfil its mission, and that President Roosevelt's object in dispatching it must not be narrowed down to a mere intention of making a demonstration with any definite object against Japan. The cruise is



A STRAIGHT TALK TO "JAWN D."
A British view of the President's message.
—London *Morning Leader*.

the necessary result of American imperial expansion. The United States need not maintain a war-squadron in the Atlantic. But she has large interests in the Pacific. On this point Mr. Brooks summarizes his conclusions as follows:

"These three factors—the virtual disappearance of the West Indies, of Great Britain, and of the Monroe Doctrine as menaces to the peace of the United States—have, as it [seems to me, sensibly detracted from the political and strategical importance of [the Atlantic in the periphery of American policy. If the possibility of a war with Great Britain may be eliminated as well as the possibility of a struggle with any European Power over the West Indies or the Monroe Doctrine, it follows that the naval force necessary for the protection of American interests in the Atlantic may be reduced without danger to little more than a mere police squadron. On the other hand, within the last ten years the Pacific has risen enormously in the scale of American interests. Since 1898 the United States has strewn the Pacific with stepping-stones from Hawaii to the Philippines. She has built up an export trade to the Far East worth, I suppose, £30,000,000 a year. She has landed an army on Chinese territory. She has been drawn, willy-nilly, into the vortex of the Far-Eastern question. She has played in the evolution of that question an active, often a leading, always a distinctive, part. She has formulated policies and taken a hand in momentous negotiations. She has definitely enrolled the Far East among the objects of her diplomatic solicitude."

As it has been found advisable that British naval power, instead of being scattered all over the world, should be largely massed in home or, at any rate, in European waters, developments not less compelling, says Mr. Brooks, have "convinced American statesmen that the back door of the United States can no longer be left unguarded, and that as a sphere of American interests the Pacific counts politically for as much as, and in the future may count for more than, the Atlantic." "A condition of things under which America's heaviest liabilities were being incurred in one ocean while her fleet was stationed in another," he adds, "could not be permanent."

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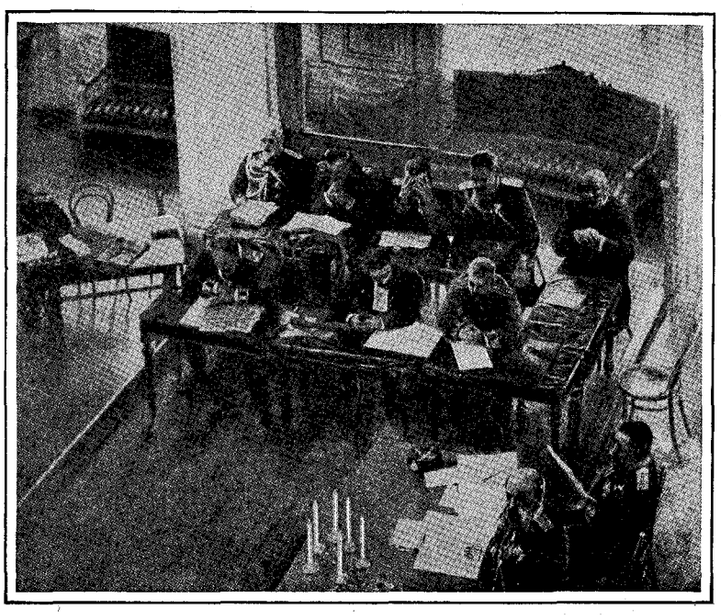
WAS FRANCO A MADMAN?

WAS the "dictator" of Portugal a sane man? is the question now being discust by some sections of the European press. He certainly was insensate in his defiance of all precedents in constitutional government, it is argued. He stubbornly tried to serve two masters. He was a revolutionist and a monarchist at the same time. His revolutionary dismissal of parliament was an act worthy of Cromwell or the Napoleons, yet Cromwell put his king to death, and Napoleon I. shot the Bourbon Duc d'Enghien. Franco supported Carlos of Portugal, even enriched him, and defied the people, whom he tyrannized over, imprisoned, and deported, even while he profest to be working for their liberation. Napoleon III. imprisoned the deputies of Paris when he proclaimed himself Emperor, but resumed constitutionality, and France acquiesced in his government. Franco, as both German, Spanish, French, and English papers confess, had really no idea of constitutionality, and clearly looked upon himself as a god out of the machine. This is the reason why he is charged not only with ignorance of constitutional law, but with entertaining a sort of crazy notion that he was a constitutional messiah, a Western mahdi who was ordained to work political miracles and violate every principle of law and order in support of a monarchy which he was misleading into a path that ended in death.



THE GENERALS AT THE BAR IN THE GREAT RUSSIAN MILITARY TRIAL.
General Stoessel is in civilian dress.

Such are the reasons why the highly educated, philosophical, and consistent Socialist August Bebel is inclined to regard Franco as not "normal," as a madman, as what Max Nordau would have called an egomaniac. Bebel looks upon him as a man who aimed utterly beside the mark, and his policy entailed the resultant tragedy as an absolutely necessary consequence. To quote the words of this writer in his brilliant Socialist daily, *Vorwarts* (Berlin):

"The news that follows immediately upon the event of the Lisbon assassination is that of Franco's flight. As soon as he had thrown the country into utter confusion by his brutal down-trampling of the constitution, he makes for his own safety and is now on his way to London.

"There is some appearance of truth in the statement of the Portuguese Republicans that Franco was not exactly normal nor in possession of his reason. And in truth this gentleman has acted so very like a madman, and has taken such delight in treading in the dust every consideration of justice, and in indulging every wild whim of his own, that the impression is certainly justifiable. Franco received frequent warnings from England of the inevitable consequence of his wrong-headedness, but treated all expostulations with contempt. If the *Lokal Anzeiger* of Berlin is correct, Franco was so infatuated as to be bent on continuing his policy even after the assassination of Carlos and his son. He had actually decreed the imprisonment and deportation of nearly three hundred persons. He was, however, at once opposed in the Council and his retirement demanded."—*Translation made for* THE LITERARY DIGEST.

A DARK PICTURE OF STOESSEL

THE past twelve months have been remarkable for trials at law of singular interest, and since Hervé has been sent to jail and Harden alternately acquitted and condemned on a charge of libeling members of the German Army, nothing has so startled the press as the sentence against General Stoessel for surrendering Port Arthur to the Japanese. Admiral Byng was hanged on a charge of misconduct, as Voltaire declared, "to encourage the others." But the charges made against the Russian commander at Port Arthur are so many and so monstrous that they have shocked the ear of the world. The soldier who has been condemned to death, albeit recommended to mercy, was not only a coward, an incompetent, and a selfish glutton, but he and his staff and associates were the natural product of the Russian bureaucratic system, says a correspondent of the *Bibliothèque Universelle* (Lausanne), a magazine that often acts as the mouthpiece of Russian discontent. In this article a full-length portrait is given of a Russian military man in high command with such characteristics as have never been laid to the charge of any European officer of modern times. General Stoessel, General Fock, and the other leaders of the Russian Army showed themselves utterly without tactical skill or foresight, we read in this Swiss monthly review. "The witnesses who gave evidence concerning the surrender of

A NEW PLAYTHING FOR THE CZAREVITCH.
Port Arthur and the quarreling generals.
—*Wahre Jacob* (Stuttgart).

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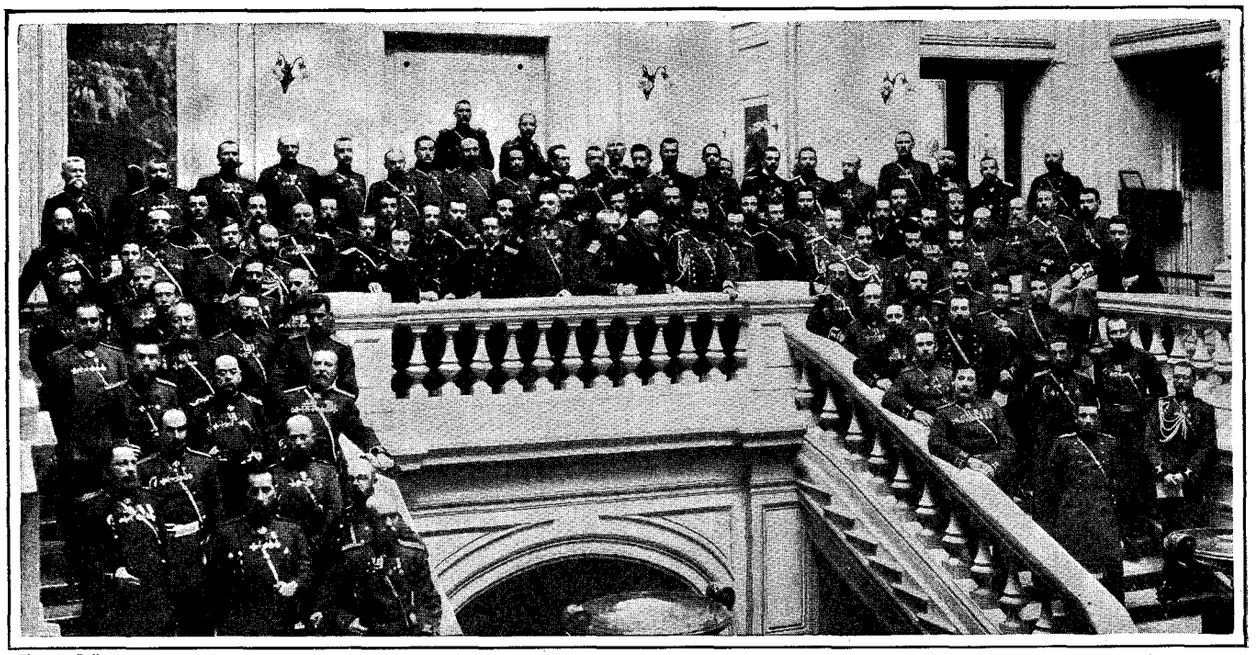

Photo by Bulla.

OFFICERS OF THE GARRISON AT PORT ARTHUR, WITNESSES AT THE STOESSEL TRIAL.

If they were starved during the siege, they seem to have fully recovered from it.

Port Arthur have stript the last veil from the criminal doings of these men." To quote further:

"As a representative of a despot czar, Stoessel, from the moment he arrived at Port Arthur, posed as an autocrat, keeping a close gag on the journalists and correspondents, and bribing with gifts of money those who extolled his bravery in the newspapers of the world. It was in this way he seduced those wretched French journalists who subscribed to make him a present of a sword of honor."

But the Russian leader was not only a crafty schemer, paying for newspaper puffs and filling the press of Europe with boastful lies about himself; he was also an arrant coward, says this correspondent. To quote his words:

"His poltroonery was as flagrant as his incapacity. Every witness has borne testimony that his attitude in times of danger was quite demoralizing to the troops under his command. He never exposed himself at posts of danger. When in September, 1904, some shells fell near the house he was occupying, he immediately left it and took refuge in another quarter of the city. But soon afterward this dwelling seemed to him dangerous, and he accordingly took measures to hide himself in a corner of the town which the mortars could not reach. When this spot seemed to him unsafe he immediately capitulated to the Japanese. The pusillanimous bearing of their general called forth from the Russian Army very uncomplimentary remarks concerning the commander-in-chief, and Stoessel was openly ridiculed by the officers, the common soldiers, and the civilians of the town. But the General had everything under his own control and took a cruel revenge upon his detractors, many of whom were imprisoned and deported."

His inhumanities and acts of selfishness were apparent under other circumstances. If provisions were scantily dealt out to the soldiers, it was not because bread and meat were so scarce as to make a surrender imperative. Thus we read:

"It has been proved by reliable testimony that Port Arthur was by no means on the brink of famine before the capitulation, as was falsely affirmed by General Stoessel. He himself gave frequent dinner-parties, of which grandiloquent descriptions were given by the journalists parasitically devoted to him. These gentlemen bragged about the large supplies of beef and pork which came to his table while the garrison was starving. What is even worse than this is the fact that as soon as Stoessel had surrendered his troops to the Japanese, instead of sharing their lot, he hurriedly dispatched all his baggage to Dalny, after making a stipulation in the act of surrender that the enemy should give him twenty-eight cars for his private and personal use."—*Translation made for* THE LITERARY DIGEST.

THE TWO RULERS OF GERMANY

NOT a circle of interested busybodies—a clique or camarilla—is now the ruling power in German statesmanship. There is now no ruler but William II., and if von Buelow is not his prophet, he is at least his adviser and right-hand man—more to him than Bismarck certainly ever was, much more than Hohenlohe, and more still than the military precisian Caprivi, who looked upon the head of the state as still more head of the army, and therefore not to be criticized or even counseled. Emperor and Chancellor are now on intimate terms, "Arcadians both," prepared to sing in unison, or at least in harmony. Such is the line of comment now running through the German press.

It is not of course to be wondered at that under such circumstances the gossip concerning a camarilla, or secret clique, which was practically controlling the foreign and domestic policy of Prince von Buelow and his imperial master, has been loudly denied by many German papers, and accounts have been published to show that William and his Chancellor are the real rulers of the country, and that such a thing as a third power has at present no existence. Indeed, the impression derived from reading an article in the *Hamburger Nachrichten* is that the monarch and his responsible Minister are almost inseparable, and that neither the French President, the King of England, nor any other European sovereign takes so large a part in personally transacting the affairs of state as this Emperor himself. The article referred to claims to be half-inspired, or at least gathered from court authorities. It must be self-evident, declares the writer, that in order to prevent friction in carrying out the business of the Empire there must be a close and constant intercourse between the Chancellor and the Emperor. In the details of the way this intercourse is maintained without interference from an irresponsible camarilla, we seem to see two souls with but one single thought. It is absolutely imperative, we are told, "that the Emperor must see as often as possible and talk with his Chancellor, the only responsible officer of the executive." If these two friends and yokefellows are ever

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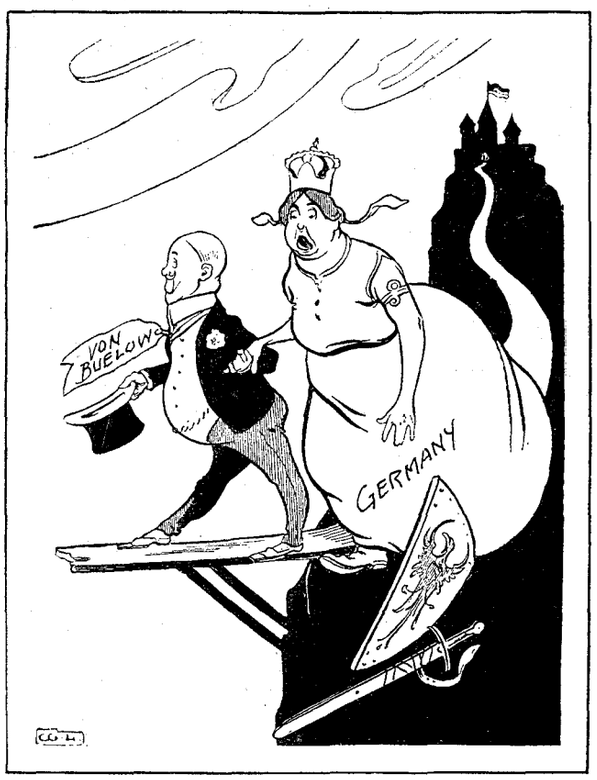
separated, "there must be maintained, by telegraph, telephone, courier, and letter-post," the closest connection between them. This communication is rendered secret by the frequent use of cipher. To quote further details:

"We learn from official sources that when Kaiser William is residing at Potsdam or Berlin he scarcely ever lets a day go by without spending some time in conversation with the Chancellor. Such is the Kaiser's energy and eager application to business that he frequently calls personally on his chief adviser, and does not stay for the Chancellor to visit him. This enables the first Minister of the Crown to dispatch a great quantity of business in a short time."

The following is the sovereign's daily program of work:

"The Emperor rides or drives most days of the week at ten o'clock to the wicket-gate of the Chancellor's palace. He not in-



ON THE BRINK OF THE ABYSS.

BUELOW—"Don't be afraid, dear madam, you are quite safe in my hands." —*Wahre Jacob* (Stuttgart).

frequently goes on foot, after finishing his promenade in the public park with the Empress or some gentleman of the court. Prince Buelow, who has been informed by telephone of the impending visit, receives the Kaiser at the entrance of the palace, and the discussion of business is at once begun. His Imperial Majesty has already received all important cuttings from the morning journals, he has already perused the principal dailies, has read his early letters. This has prepared him with a host of subjects to be discust with the Chancellor. This discussion is carried on in fine weather during a *tête-à-tête* promenade in the park of the Chancellor's palace. The Chancellor has already gone through a great mass of material, news, and dispatches in preparing for the interview. In bad weather the conference is held in the Chancellor's private study.

"All court ceremonial is dropt during these business meetings, in order that matters may be discust and settled with the greatest possible dispatch. In this way the Chancellor can have full liberty to initiate the consideration of any matters of state with which it would seem expedient that his sovereign should have an intimate acquaintance. Very frequently, before visiting the palace of the Chancellor, the Kaiser has an interview with the Secretary of State for Foreign Affairs. This happens on days when the monarch wishes to gain full information on some foreign problem of which he and the Chancellor have to arrange a solution. . . . When the Kaiser is traveling he employs the services of the telegraph or of a reliable courier to keep him in direct contact with his Chancellor. It will be seen from these notes that relations existing between the Emperor of Germany and his fourth chancellor are of the closest and most real character."—*Translation made for* THE LITERARY DIGEST.

"FOOL GUNNERY" IN THE BRITISH NAVY

AS the American Navy is receiving the fire of some pretty severe technical criticism, so the British fleet is now having its share of disparagement, and under the title of "Fool Gunnery in the Navy," a writer in *Blackwood's Edinburgh Magazine* declares that no ship of the most recent type which flies the "White Ensign" is properly equipped to sail out and demolish a naval antagonist. He lays the whole blame for this condition of things upon the lack of training and experience in naval gunnery with which he charges the officers. Thus he bluntly declares:

"The fleets at sea are undoubtedly well up to the standard of gunnery required by the Admiralty. The standards set up by that body, however, are not the standards of war. Nor do they remotely resemble war, and as they now exist public agitation should go on unceasingly, 'hesitating at nothing,' to use Sir John Fisher's own phrase, until such times as they have been remodeled on a fighting footing."

He particularizes as follows:

"In the work of destruction of an enemy by guns, the fleet are not properly led or assisted by the Admiralty Board.

"The study of war, not strategically or tactically, but so far as depends on gunnery efficiency, is neglected. Their orders and policy, and the general tenor of their thoughts as interpreted by the fleets, leads only to one thing—and that the ability of single ships to hit 'fixt' canvas targets. The target with many holes leads many an inland ironmonger to imagine that his country is safe; also that he is getting value for his money from the guns of the fleet. The poor man knows nothing of the conditions which governed the production of the holes, but assumes blindly that they were those which would be met with in action, and is grossly deceived."

The directing of a firing-battery on board a war-vessel is committed to certain "spotters," as they are called, officers posted aloft on the masts who watch where the shell strikes, and suggest an amended aim, where necessary. "At present the Admiralty have no school of spotting and controlling fire. Yet effective spotting or control of fire is the very crux of destruction of an enemy." To use the words of this writer, who signs himself "St. Barbara":

"The long-course lieutenants at the principal gunnery school at Portsmouth get the very briefest amount of practical instruction in spotting. It is easy to be misled on this point. They get instruction on short-range spotting, which is useless to them. . . . The time of these young officers is entirely devoted to learning the number of cogs in some impossible wheel, ballistic theories, and the art of blacksmithing—this latter in deference to an overdone mechanical craze which is out of place in a school of gunnery."

The spotting is practically left to be learned at sea. The spotters are appointed almost at random. The gunnery of the ship is thus committed to those who know almost as little about it as a landsman, and for six or nine months at the beginning of a cruise the ship would be at the mercy of a properly trained antagonist. Anybody on board a ship spots who can cajole the captain into letting him do so, we are told, yet while "gun-pointing may be summed up as muscle combined with mental briskness, brainwork is required in seeing that the most effective use is got out of the muscle-work at the gun." The critic concludes: "The bare fact stands that captains are not given officers who can effectively control their gun-fire."

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SCIENCE AND INVENTION

THE USES OF TEARS

MUCH attention has recently been given to the physiological phenomena of emotion. These, which used to be considered as merely accompanying the grief, fear, joy, or whatever the emotion might be, are now widely regarded as an important part of the emotion itself. By some writers the physiological part is treated as fundamental. This point of view is taken by a contributor to *Cosmos* (Paris, January 18) who writes on "The Physiological Utility of Tears," and describes the interesting theory of Waynbaum that the production of tears relieves the blood-pressure in the brain. Says this writer:

"Every vivid emotion manifests itself outwardly in the physiognomy or attitude. William James says that objects of anger, love, fear, etc., not only impel man to outward acts, but provoke characteristic alterations of posture and face, affecting in various specific ways the respiration, circulation, and other organic functions. When the external acts are inhibited these latter expressions of emotion persist; we read anger in the face, even if a blow has not been struck, and fear may show itself in the voice and the complexion, even when all other signs of it have been controlled.

"There exists what may be called emotional mimicry; our attitudes and faces often betray our thoughts and feelings. They may also suggest these to us; it is difficult to have gay thoughts when an attitude of grief is taken.

"In subjects plunged in the hypnotic sleep the imposed attitude controls the thought. Make a hypnotized person kneel and clasp his hands, and he will recite a prayer; clench his hand and place his arm in the attitude of striking, and his face will assume an expression of anger. In the hypnotic state there is disaggregation of the two psychisms; the inferior and automatic personality obeys the impulses suggested by the attitude, while the superior personality may resist. To a lesser degree in the normal state, the attitude acts on our thoughts, and an effort of the superior personality is necessary to resist it. Let us consider a sad man. The characteristic feature of grief, from the physiologic point of view, is the paralyzing action that it exerts on the voluntary muscles. The burden of grief may cause actual fatigue, in which movements are difficult that are ordinarily executed with ease. This dominant characteristic is easily observed. Racine notes it in 'Hippolyte':

> "'Scarce through the gates of Frézènes had we passed;
> He on his chariot sitting silently.
> Round him his serried guards, all silent too.
> His hands had let the reins drop listlessly.'

"The latent innervation of the muscles is equally diminished: the neck bows, the head hangs down, the face lengthens from the weakness of the muscles of the cheeks, the lower jaw may even drop. The eyes seem large, as is always the case when the orbicular sphincters are paralyzed, but it may happen that the upper eyelid partly closes, because of the weakness of the sustaining muscle, and covers much of the eyeball.

"The vasomotor system behaves in grief in a way entirely opposite to that of the voluntary motor apparatus. While the latter weakens and relaxes, the vasomotors, on the contrary, contract more than usual; thus the blood is exprest from the small vessels and the various tissues and organs are exhausted of it; the immediate consequences of this anemia are pallor, weakness, and collapse; the relaxation of the features due to the softness of the muscles gives the face a characteristic expression. The secretions are diminished, the mouth becomes dry, the tongue viscous. In nursing women the secretion of milk lessens.

"How shall we reconcile this array of facts, and the theory that explains them, with the abundant secretion of tears, which are the habitual expression of grief? Lange observes that they do not accompany all the forms of grief. They are, according to him, the effect of the reaction that follows a state of vasomotor contraction."

DR. SAMUEL G. TRACY,
Who has a plan for postponing old age.

A rather origina theory is proposed by Dr. Waynbaum in a recent book noted by this writer. There is a very close relation between the circulations within and without the cranium. The blood of the brain communicates freely with that of the face. These two circulations being largely identical, the play of the facial muscles, and the alternatives of congestion and anemia that they produce, diminish or increase the volume of the intracranial blood. Their movements, constituting what we may call emotional grimaces, are thus harmonious and useful. The writer contiones:

"Then why do we weep? In weeping the brain is deprived of blood. Tears, Waynbaum says, act like a natural bleeding process, which is the more effective as it takes place in a territory directly affecting the intracranial circulation in its most delicate part; that is, in the cortical substance.

"The lacrimal gland, as we know, is fed by the lacrimal artery, a voluminous branch of the ophthalmic artery, which itself belongs to the internal carotid. When we weep, all the tears are furnished directly by the blood of the lacrimal artery, that is to say, by the blood of the internal carotid itself. Thus an abstraction of water, and of albuminoid and chemical substances, at the immediate expense of the cerebral blood, takes place in the act of shedding tears. This loss of serum produces the effect of a slight local loss of blood, dulling the centers to pain for some instants and bringing relief to the weeper. This is the way in which tears come to the aid of the suffering soul through the intermediary of the superior centers.

"This theory applies also to tears of joy. In joy . . . there is chiefly increase of innervation and circulation. At a given moment tears give needed relief to the cerebral circulation of one who has laughed too much and whose brain is thereby congested.

"Blessed are those who weep, whether they be sad or gay; for they are decongesting their brains!"—*Translation made for* THE LITERARY DIGEST.

KEEPING YOUNG BY ELECTRIC TREATMENT

A METHOD of retarding the approach of old age by treatment with high-frequency electric currents is reported in *The Medical Times* (New York, February) by Dr. Samuel G. Tracy, of New York. In Dr. Tracy's opinion, senility is a natural process, and should come on gradually and painlessly. Owing to inheritance or predisposition, as well as to the strenuous modern life, it creeps up before we are aware of it, and this is the time for the physician to protect his patient. When a man begins to get old, says Dr. Tracy, much can be accomplished to retard the symptoms. He goes on:

"It is admitted by many of our profession that arteriosclerosis (with loss of elasticity in the walls of the arteries) is really the beginning of old age. The changes in the wall of the blood-vessel are said to be due to hypertention and to vitiated blood. The condition of the blood is due to autoinfection and the floating in the blood-stream of waste materials.

"The waste material found in the blood is due to overeating, excessive drinking of alcohol, and autointoxication. In the latter

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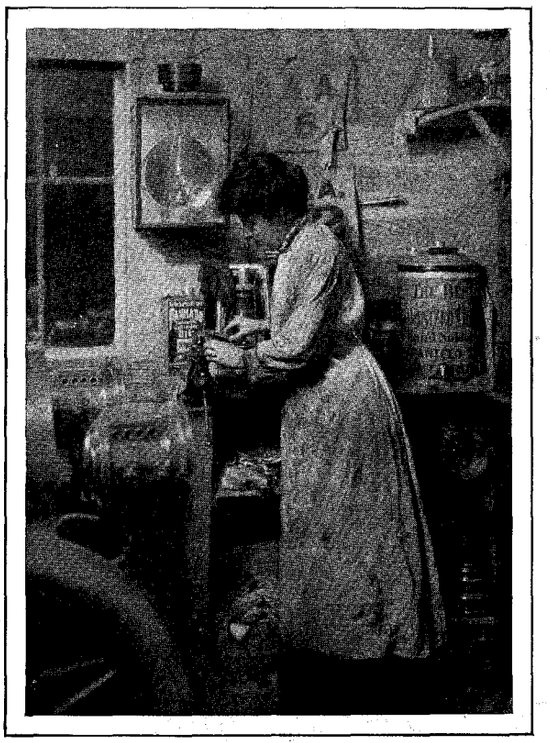
case the chemistry of the system is unbalanced. . . . There is more waste than repair; the organs which preside over elimination of waste material being overtaxed are unable to efficiently take care of the excess, and consequently some waste material floats in the blood-stream, acting as a poisonous substance, vitiating the 'rivers of life,' and degenerating the 'river-beds.' . . . . . .

"When arteriosclerosis has manifested itself by hypertention in the blood-vessels, strong emotions, excessive mental excitement, or physical strain is likely to endanger life by a sudden rupture of a small vessel in the brain. . . . An artery of the body can be compared with a flexible rubber tube, used for a drop-light, and filled with illuminating-gas. Continual overpressure of gas within the tube will affect the walls of the tube, and diminish its elasticity. If the tube is slightly damaged or obstructed, increased pressure of gas may cause a fissure in the inner wall of the tube. To make the tube do good practical work it is absolutely necessary to moderate the pressure of the gas.

"So it is with our arteries. When arteriosclerosis first makes its appearance we must reduce the pressure in the blood-vessel.

"While old age can not be prevented, we have agencies at our disposal which will materially assist in retarding it, and in making its symptoms more comfortable. These agencies are high-frequency electric currents, diet, and hygiene. The physiological effects of a high-frequency current are due to the spark, or condenser effect, which produces mechanical effect on the tissue, an increased heat in the body, and the formation of ozone and ultraviolet light. The local action is accomplished by a general reaction, the blood-pressure is lowered, and combustion through the lungs is increased. The eliminative processes are generally stimulated."

It is claimed that very interesting results are obtained by the use of such high-frequency treatment, combined with proper diet and hygienic precautions.



Courtesy of "Country Life."

IF SHE HAS A MIND FOR IT.

A woman with a mechanical turn of mind and a well-equipped workshop can take entire care of an automobile.

BELLS AND NERVES—The reported action of the mayor of a French commune who, it is said, has forbidden the local curé to ring the church-bell for more than three minutes a day, is warmly commended by *The Hospital* (London, January 11). We read:

"Indeed, an even more complete prohibition would not be undesirable. The church-bell has, of course, its poetical and sentimental associations, and at one time it doubtless had its practical value. But in this age of cheap clocks and watches it is no longer necessary, and for those who live in its immediate neighborhood it is ofttimes a considerable nuisance. It remains, however, as an example of the essential conservatism of the British people, and we can hardly hope that our protest here recorded will silence it. . . . What justifies the introduction of the subject in these columns is the disastrous effect produced by the ringing of church-bells upon the comfort and welfare of many invalids. Every medical practitioner is familiar with instances that fall within this category, and occasionally the experience is a very painful one. A sleep that would be most beneficial, that might even possibly turn the issue between life and death, is prevented or rudely broken by the fierce clanging which issues from a neighboring steeple, or by, what is not uncommon, the ear-splitting discords of neighboring steeples. If the nuisance can not be altogether suppressed, it should at least be temporarily suspended on the veto of any one living in the neighborhood. There are many unnecessary noises, and the church-bell is one of them."

AUTOMOBILING FOR WOMEN

WHY are there so few woman automobilists? Mrs. Andrew Cuneo, herself a skilled driver, who has made over 80,000 miles without mishaps, essays to answer this question in a contribution to *Country Life in America* (New York, March). That so few women drive automobiles may be partly accounted for, Mrs. Cuneo thinks, by the fact that manufacturers are not building cars adapted to women's use; then, too, considerable strength is required to crank a car and to attend to tire troubles. The unpleasant attitude of other drivers may have something to do with it, also the difficulty that most women experience in understanding machinery, and disinclination to do any work that will soil hands or clothing. Perhaps the principal reason, she says, is that they lack confidence. We read further:

"The point of this article is not to show that there are no obstacles in the way of a woman's driving a car, but rather that these obstacles are not insurmountable, and as a matter of fact are much more imaginary than real, and that there is no good reason why thousands of women should sit quietly in the tonneau and let the men have the keenest enjoyment of the greatest sport of to-day.

"Not every woman is competent to drive an automobile; neither is every man, for that matter. If she is timid or afraid or of an excitable temperament, then she is not to be trusted with the lives of those she may have with her, and she has no moral right to drive a car. To be a good driver she should be self-reliant and quick to act, keeping her nerves as well as the machine under absolute control every second she is at the wheel or steering-lever.

"To gain the best results and to learn the first rudiments of good driving, an electric car is the best to begin with. In it she may learn to steer, to give the proper power as it may be needed, and to become familiar with the rules of the road and the many city traffic laws; she must learn not to drive all over the road, making every one else turn out for her. After having mastered the elementals she should try a small gasoline runabout in which to learn the fundamental principles of an internal-combustion engine. She should, if possible, visit the factory of the car she is going to buy and watch the progress of manufacture from beginning to end.

"At the New York automobile show I once overheard a woman who came along with a sample of cloth in her hand ask how soon she could have one of those cars painted that color. She didn't care what make it was or what power or anything, only the color and upholstery must match her new suit. That woman would probably not be a success as a driver.

"When a woman masters the small car, the larger touring-car of greater power is a much easier problem, altho not every woman who has the ability to drive a car may have the strength to crank it. Electric and steam cars may of course be started without cranking, and there are some good self-starting devices for gasolene-motors which any car designed for a woman should have.

"I have often been asked what in the world a woman would do with a blow-out or punctured tire. From my own experience it isn't such a difficult task to jack the car up, spread a piece of rubber sheeting two yards square or a lap-robe on the ground, and then stoop down and get to work. It isn't at all necessary to get one's clothes covered with dust and dirt. With a little practise

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Courtesy of "Country Life."

WHAT A WOMAN CAN DO.

Mrs. Cuneo has driven automobiles over 80,000 miles with every possible kind of road conditions and with no serious mishaps.

and by using a comprest-air tank to inflate the tire, a woman can change a tube or tire almost as well as a man. . . . . .

"The difficulty in understanding machinery, and the fear that something might get out of order, keep many women from driving alone. Even if a woman doesn't understand a car as thoroughly as she might, there are so many automobiles on the roads to-day and so many garages all over the country that there is always some one ready and willing to be of assistance in case of trouble. I believe that after a woman has felt the real pleasure of driving an automobile, realizing the power she is able to control, she will learn to love her car almost as a living being and will only with the greatest reluctance ever take any seat except the one at the wheel. . . . . .

"Caution should be the great watchword of all motor-drivers, and in that respect I believe women have the advantage of men. The spirit of recklessness that often comes when the potential power and speed of a car are realized is far more a trait of man than of woman. A man has more of a spirit of bravado than a woman. He will rush up hill and down dale, thinking that as long as he is on a country road with so few houses in sight there can be no one else on the road. But when we look through the papers we find that there was some one else present or certainly the accident could never have occurred. Altho there are a great many women drivers even now, the proportion of accidents that they cause is far less than the proportion of their number to that of men."

THE POISON OF FATIGUE.

THE theory that the symptoms of fatigue are due to a poisonous product of muscular action is now familiar to physiologists. Recent investigations have extended our knowledge of this class of substances and have shown that they exist also in plants. Says *The National Druggist* (St. Louis, February):

"Various European journals have lately published details concerning the 'Ermüdungstoxin' (fatigue-toxin) of Weichardt, and if the observations and deductions of this investigator be correct, he has made the scientific world acquainted with a class of bodies of profound interest to the physiologist and pathologist.

"Weichardt found that from the muscles of animals in a state of extreme fatigue can be prepared a toxin which is characterized by its specific action upon the animal organism. When small animals are injected with quantities somewhat less than the fatal dose, the respiration becomes retarded and the temperature deprest, while the fatal dose itself produces death after a relatively short period of latency. When injected in doses too small to produce the toxic effect upon the cells, it renders the animal immune, and from the blood-serum of such an immunized animal the corresponding antitoxin can be obtained. Later researches enabled Weichardt to show that the toxin is also present in certain vegetable substances, such as opium, poppy-heads, curare, and lactucarium. The method of isolating the toxin from the vegetable drug may be illustrated in the case of opium: The alkaloids were precipitated out of the opium extract by means of potassium-iodid-iodin solution, the excess of reagent removed, and the liquid, after repeated dialysis, allowed to evaporate in a vacuum. The product obtained showed, by its physiological action, that it was a pure fatigue-toxin. Administered through the mouth it produced the same effects that are observed with the toxin obtained from the muscles of fatigued animals.

"The toxin can also be obtained by the action of oxidizing agents of a purely chemical nature upon albumins, or by the electrolysis of albumin solutions. . . . . .

"Weichardt is inclined to the belief that the toxin is a compound of high molecular weight, and belongs to the colloidal class of substances. From the fact that it is found in opium he argues that the depressing effect of the latter drug is due to its presence as well as to the alkaloids."

THE REAL PROBLEMS OF FLIGHT

IN the midst of the chorus of admiration and approval caused by the performances of flying-machines that really fly, an occasional note of cautious skepticism is heard. Thus Rankin Kennedy, writing to *Engineering* (London, January 31), states his belief that, despite the achievements of the Wright brothers, Henry Farman, and others, the problems in connection with this type of machine do not seem any nearer solution now than they were years ago. He says:

"There never has been any doubt since Professor Langley's time that an air aeroplane could lift itself and weights and fly for a short time. The first problem to be solved is to make provision for coming down safely, in the event of the engine-speed falling below the critical speed or stopping altogether—both quite common events on motor-cars. The second problem relates to balancing the aeroplanes in all the winds that blow; and the third is to drive the machine with something like reasonable power.

"These points are worth discussing. It would be interesting to have the views of engineers who have considered the subject of these most difficult problems. None of the present-day experimenters seem to make any attempt to meet the difficulties, and no provision is made in any of the machines hitherto illustrated to solve the first problem.

"At present the aeroplane is like a ship which requires a speed of 30 miles an hour to keep it from sinking, a calm atmosphere, and 100 horse-power per ton weight. A flight of 83 seconds' duration is something accomplished, and admirable, but it leaves the real problems unattacked."

In the next number of the same paper (February 7) appear two letters elicited by Mr. Kennedy's criticisms. The first writer, Sidney H. Hollands, asserts that provision for alighting safely in the event of stoppage of the motor has by no means been overlooked by experimenters. He writes:

"I believe that the necessity for a sufficiency of sustaining surface to give parachutic action in passive descent has been, and is,

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generally recognized by experimenters, and it should certainly form a feature in any safe aerial machine.

"This provision really fixes the minimum surface admissible, and it acts in conjunction with the provision for stability, of which more anon. It may be remarked *en passant* that in the Farman machine (which embodies these essential features) the sustaining surfaces are 'aerocurves,' not aeroplanes, those being much more efficient than the latter."

On this point the second writer, Herbert Chatley, quotes long-existing mathematical treatments of the subject to show that it is possible to arrange a plane which will descend at a reasonable rate by gravitational acceleration and observes that "the experiments already made on gliding by Archdeacon, Bleriot, and others have proved this practically." Balancing seems to be the real problem, as all agree. Mr. Hollands believes, however, that it is on the point of satisfactory solution. Says Mr. Chatley:

"Altho guide-planes and jockey-weights manipulated by the aeronaut seem to give satisfactory results, there is no doubt that automatic appliances are essential. The personal element is too large a factor in this case for safety.

"Automatic appliances will apparently have to depend on the principle of conservation of momentum. A system of pendula or fly-wheels mechanically operated will present a resisting torque when the vessel pitches or rolls, and this torque may be applied (1) directly, as in the Brennan system, . . . or (2) indirectly, through relay mechanism, which will control planes or jockey-weights."

So far as power is concerned, both writers admit that greater efficiency is desirable, but both believe that it will be secured. Mr. Holland says in conclusion:

"On the basis of twenty-five years' ardent association with the 'problem,' or rather the group of problems, involved in the achievement of true flight, I feel that, notwithstanding the groundless jubilation that we have heard so much of from the non-technical press (relating chiefly to ballooning schemes), one may now safely predict developments and improvements at a rapidly increasing rate."

AUER VON WELSBACH,
Inventor of the gas-mantle, who has discovered a new source of fire.

A NEW SOURCE OF FIRE

A SERIES of remarkable alloys of iron, discovered by Auer von Welsbach, the inventor of the incandescent gas-mantle, and now manufactured in Austria on a commercial scale, are described by Leo Silberstein-Gilbert in *The Scientific American* (New York, February 8). Welsbach found that certain alloys of iron with cerium, lanthanum, and other metals of the rare earths produce showers of exceedingly bright sparks when scratched with a file or knife. With large pieces and strong pressure we may get apparent flames as large as a man's hand, of intense brilliancy but little smoke and heat. The sparks, however, easily kindle tinder, inflammable gases, and wicks saturated with alcohol; and they also ignite explosives. To quote the article mentioned above:

"These new alloys, therefore, present two very valuable properties—great luminosity and certainty of ignition—in a surprizingly simple form. They may be employed, for example, to light incandescent gas-lamps at a distance by friction with a steel moved by an electromagnet, and in time-fuses operated by clockwork. For the ignition of explosives they possess the peculiar advantage of not being explosives themselves. Hence they should be safer than the fulminates and other igniters and primers now in use, as they are free from the danger of spontaneous or accidental explosion.

"These 'pyrophorous alloys,' as they are called by their discoverer, promise also to be useful as illuminants in special cases. In buoys, for example, they might be arranged in combination with parabolic mirrors to emit flashes under the impulsion of the waves. They would be useful also in military signaling, from captive balloons or otherwise, and particularly valuable in flashlight photography, because of their freedom from smoke and odor."

The character of the light, as we read further, varies with the alloy. Most of them contain several earthy metals in addition to iron. The alloy called "lanthan," which gives an intense light, contains lanthanum and cerium, and the igniting compound "erdmetall" contains several metals of the rare earths. The last-named alloy evolves a slight odor of garlic, which makes it offensive in closed rooms, but the alloy "cer," containing only cerium and iron, also ignites very readily and is entirely odorless. We read:

"In general, the brightness of the sparks and the ease with which they are produced increase with the proportion of iron up to 30 per cent., and then decrease. Alloys containing 30 per cent. of iron emit showers of very bright sparks at the lightest touch with the steel. The iron may be replaced in part, tho not entirely, by nickel, cobalt, or manganese. These remarkable alloys are made at Treibach in Austria, and cost $6 or $7 per pound, and a little of them goes a long way. A friend of the writer has carried a piece of the cerium-iron alloy in his pocket and given frequent exhibitions of its properties for a year, and there is no apparent reason why he should not continue to do so for many years longer."

THE HOUR OF DEATH

THAT more deaths occur at some particular time of the day or night than at any other period has been more than once maintained by statisticians, who have always produced figures to support their claims. The latest essays in this line, which have already been mentioned in these columns, are those of Dr. H. D. Marsh, of New York. His investigations indicate that the wave of diurnal efficiency, or the range of mental and physical activity, varies with the habits of the individual as regards work and sleep, and that with inhabitants of civilized communities the hour of greatest efficiency is likely to be 5 P.M. Says *The British Medical Journal* (London, January 18), in an article on the subject:

"This conclusion was the outcome of a special investigation conducted by Dr. Marsh, and curiously enough an examination of the records of death in New York City, likewise made by him, showed that during the period under examination 5 P.M. was also the hour at which the majority of 23,439 deaths from disease occurred. It is certainly notable that the period of the twenty-four hours at which the average man is most alive should be the same as that at which his death is most likely to occur, and the apparent inconsistency has led to turning over our own columns in search of previous observations on the question of what may be called the hour of death. The general result is to indicate that before any final statement can be made as to the hour of the twenty-four at which *caeteris paribus* death is most likely to occur in any given individual, much more extended and thorough investigations of the point will have to be carried out than have yet been undertaken. At present the evidence is somewhat conflicting. Thus it is found that Finlayson, writing in the Glasgow *Medical Journal* and using some statistics compiled by the City Chamberlain, found that of 13,000 deaths recorded in 1865, the greatest number occurred between the hours of 5 and 6 A.M., while Schneider, writing in *Virchow's Archiv* on deaths in Berlin, concluded that the most fatal hour was between 4 A.M. and 7 A.M. The number of deaths upon which he based his conclusions was 57,000; while Berens, arguing from the limited number of 1,000 deaths in Philadelphia,

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and writing in the Philadelphia *Medical Times*, concluded in favor of the hour between 6 A.M. and 7 A.M. In 1896 Dr. C. F. Beadles published the result of an examination of the statistics of Colney Hatch Asylum. These showed a difference between the two sexes as regards the hour of greatest mortality. Thus, among 1,000 women the most fatal hour was between 6 and 7 in the evening, while among 3,424 men it was between 5 and 6 in the morning."

Apparently there is a pretty wide choice here for those who prefer to die at the popular hour. The majority, however, would appear to lean toward the earlier hours of the day, as against the conclusion reached by Dr. Marsh. None of them, however, the writer in *The Medical Journal* reminds us, gives countenance to the popular belief that an invalid is most likely to succumb at about 2 A.M., when, according to the Duke of Wellington, the heroic attitude is most difficult to assume. We read in conclusion:

"On the surface of things, it seems unlikely that any particular hour should be more fatal than another, and in any case it is clear that those who have investigated the matter have not always been dealing with truly comparable units. Precision in recording the exact hour of death is not easy to obtain, and, besides this, data such as the nature of the illness, its duration, and the age and sex of the patient have also to be considered. The observers, as a rule, seem to be alive to this point."

HOW COAL SPOILS

THAT coal, after being mined, deteriorates rapidly unless used at once has been established by recent experiments, of which the latest and most thorough are probably those made by the Chemical Department of the University of Illinois, in cooperation with the Illinois State Geological Survey and the Engineering Experiment Station. The rapidly extending practise of storing large amounts of coal makes this question of deterioration of vital importance. We are told by *The Engineering Magazine*, in an abstract of a review of the subject by S. W. Parr and N. D. Hamilton in *Economic Geology*, that storage-plants with a capacity of 100,000 tons are not uncommon. A deterioration of one per cent. in value in such an amount evidently corresponds to a loss of 1,000 tons, and it is shown that in a few months the loss of heating-power may be much greater than this, even reaching ten per cent. After five or six months, however, the deterioration appears to cease. Curiously enough, the only way to prevent it appears to be to store the coal under water, sheltered and unsheltered coal-piles being equally affected so long as in contact with air. Says the magazine just named:

"The samples subjected to outdoor exposure uniformly showed marked deterioration, but of varying amount. The treatment of the samples was identical, the coal remaining in shallow boxes exposed to the various temperature and moisture changes from October to July. The variations in heat loss, therefore, ranging from two to ten per cent., must be ascribed to inherent properties of the coals themselves. All showed a tendency to disintegrate, but they varied distinctly with regard to the ease with which they crumbled under pressure.

"The results of the tests on the coals subjected to a dry atmosphere and a slightly elevated temperature were rather unexpected in that, with one exception in which the deterioration was practically the same, they showed a greater deterioration than in the case of outdoor exposure. This would seem to contradict the popular idea that a roof over coal in storage is supposed to be preferable to open exposure. The samples subjected to high temperature with frequent wetting down behaved in general like those exposed to outdoor influences, tho in some cases a greater deterioration was observed in the former samples. Here the results are undoubtedly variable in accordance with the variation of structure and composition of the coals themselves. In general, a greater persistence of value might be expected in the dense and less friable coals and in those with less of iron pyrites throughout their texture.

"In conclusion the authors summarize the results as follows:

"(*a*) Submerged coal does not lose appreciably in heat value.

"(*b*) Outdoor exposure results in a loss of heating value varying from two to ten per cent.

"(*c*) Dry storage has no advantage over storage in the open except with high-sulfur coals, where the disintegrating effect of sulfur in the process of oxidation facilitates the escape of hydrocarbons or the oxidation of the same.

"(*d*) In most cases the losses in storage appear to be practically complete at the end of five months. From the seventh to the ninth month the loss is inappreciable.

"(*e*) The results obtained in small samples are to be considered as an index of the changes affecting large masses in kind rather than in degree, but, since the losses here shown are not beyond what seems to conform in a general way to the experience of users of coal from large storage heaps, they may be not without value as an indication of weathering effects in actual practise."

WHY SOME DISEASES BECOME CHRONIC—The reason why some germ diseases may take on a chronic form is revealed by observations of Dr. W. Ernst, a German physician, on the disease known as botryomycoma, found in domestic animals. Says *La Semaine Médicale* (Paris, January 29):

"There are . . . masses of microbes surrounded by a capsule, and the formation of these encapsulated colonies has not hitherto been explained. Now an examination of the lesions at various stages of development reveals the evolution of these colonies; in recently formed ones we see only a mass of micrococci . . . without trace of a capsule. Little by little the microbes on the outside swell, and assume an irregular form, while those within preserve their properties. The capsule is formed at the expense of the degenerated microbes of the exterior. As those of the interior keep on growing they push out beyond the envelop and the same process is repeated; this explains the formation of buds composed of microbian colonies. Dr. Ernst believes that the micrococci of the central parts are protected by the capsule formed at the expense of the outer microbes and that this protection explains the fact that the disease becomes chronic."—*Translation made for* THE LITERARY DIGEST.

WHAT IS A QUACK?—A recent decision of the British House of Lords, sitting as a final court of appeal, has greatly enlarged the legal definition of a "quack," extending it to include qualified practitioners who make unjustifiable claims for special methods of treatment with which their names are identified. Says *The Druggists' Circular* (New York, February):

"Shall we accept the dictionary definition of a quack as final? In Great Britain they have a court of appeals, but the highest court of all is the House of Lords. That court was recently called upon to decide whether or not a certain doctor was a quack. This doctor, it seems, had the legal qualifications to practise medicine, and, therefore, a jury had decided that he was not a quack. *Truth* had said that the connection of this doctor with the Drouet Institution for the Deaf made him a quack, and he had sued for libel, with the result intimated. The case finally came before the House of Lords, and the lord chancellor held that 'the word quack might have other meanings than a pretender to skill which the pretender did not possess,' which the jury had decided was the true meaning, and also that the defendant was entitled to have the decision of the jury on the point whether or not the alleged libel went beyond a fair comment on the plaintiff and on the system of medical enterprise with which he associated himself. On that footing the last trial was fought. An account of it says: 'The methods of the Drouet institution were gone into much more fully. The judge put the case in a nutshell. Without attempting to define the word quack, he pointed out with apt literary illustrations that it is commonly applied to one who merely brags inordinately of his ability to do what other people can not do, but does not necessarily imply want of knowledge or skill. Some of the most eminent aural specialists gave evidence as to the true value of the methods of the Drouet institute. Sir Victor Horsley, in view of the importance of the case to the profession, also volunteered his services, and Professor Bouchard, the dean of the medical faculty in Paris, came over to testify that the practises pursued by Drouet were improper. The case is important in that it established a wider meaning of the word quack in law than was previously recognized.'"

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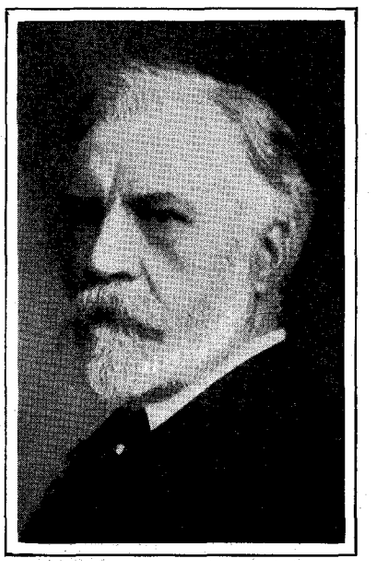
THE RELIGIOUS WORLD

THE RELIGION OF SOCIALISM

SOCIALISM, according to Mr. Richard Whiteing, does not, at present, seem to "want a religion of its own," but it is his belief that it will soon or later come to want one. The Socialist movement everywhere, and especially that in England, he avers, will find that its foundation-principle "as a mere economic theory is absolutely inadequate." "To get its full driving force it must have a faith of its own." At the present moment, as he sees the matter, "Socialists are content with the discovery that all existing creeds may, and even must, lead to their platform." This is the deduction derived from the fact that at a Socialist gathering almost every profession of faith is represented—"ardent Anglicans and Roman Catholics, Freethinkers, Moral Persuasionists, Ethical Theorists, and the rest of them." Mr. Whiteing, who is the author of "No. 5 John Street" and "Ring Out the New," is an ardent Socialist, and gives his views here quoted in the London *Daily Mail*. He looks upon the Rev. R. J. Campbell as typifying the tendency he here sketches. Mr. Campbell, he says, "has long been engaged in a process which might be not irreverently described as the cleaning of a picture—the picture being that of the Founder of the Christian faith. It is an attempt to remove all the incrustations of dogma and traditional belief, and to reach the great original beneath." This pure image, he asserts, "will prove to be that of the first Socialist." The faith which Socialism will ultimately accept as its own is visioned by Mr. Whiteing as the following:



RICHARD WHITEING,

Who states his belief that "the masses are growing more and more indifferent to the image of the Founder of Christianity in his present setting."

"As I have tried to express it elsewhere, 'There must come to men the Appointed One, who will show them by his shining example what the religion is to be. We may only guess at his message, but surely it will be the purified conscience as the Word of God, nor more nor less, and never a line of text. Then saints, hierarchies, and choirs celestial will seem but poets' playthings. Taken seriously, they have given us the whole of that unhappy fakir tribe who are capable of thinking of their Maker to the total exclusion of the thing he has made. Will not the Appointed One bid us leave that Maker—Jehovah, God or Lord, First Cause or Universal Soul—to contemplations of his own nature more within the measure of his own powers, and listen merely for the voice of him in the purified breast, especially for the undertones in which the sweetness of its message lies? Then when, haply, the voice says charity, in its larger rendering of love, brotherhood, self-sacrifice, obey it, and leave the metaphysics of the question to take care of itself. Above all, without waiting for any behest, burn the later doctors of the church (not by any means the earlier), as the madman's housekeeper burned his books. So will come the great change, and the democracy will step forth armed and equipped for its conquest of the world. The old mystery of regeneration is true as ever as a principle, in spite of its fantastic setting in the creeds of the hour.

"'Democracy must get rid of the natural man of each for himself, and have a new birth into the spiritual man, the ideal self of each for all. This is its great lesson. The monstrous heresy of self-worship, self-absorption, whether as capitalist, artist, bonze, or mere greedy fellow with storage for one and an appetite for two, is the essentially irreligious idea.

"'Democracy is a religion, or nothing, with its doctrine, its form, its ritual, its ceremonies, its cenobites, its government as a church—above all, its organized sacrifice of the altar, the sacrifice of self. This is the deepest craving of human nature. All attempts to reconcile man's heroism to his interests have ever failed. His goodness must make him smart.'

"This is what is coming because this must come. Meantime I think many of us are trying to reduce all religions to their common denominator of liberty, equality, and fraternity, otherwise brotherly love. It is perfectly certain that the masses are growing more and more indifferent to the image of the Founder of Christianity in his present setting. If he is to appeal to them he must lay aside his crown of jewels of modern symbolism and resume his crown of thorns."

The mass of humble believers interpret the conception of the "Son of God—the Man of Sorrows"—says Mr. Whiteing, as "the great comrade who tried to get lowly and foolish and baffled people righted, and died for it—worse luck." But such a one, he maintains, "they don't find in the existing systems." The composite personality of the Son of God—the Second Person of the Trinity—"all that 'the church' holds most dear," "leaves them quite mystified and, I must say it, quite cold." Mr. Whiteing goes on:

"One day I ventured to call a Hyde-Park orator a Christian Socialist by way of compliment, but he flew into a great rage. 'Nothing of that sort, *if* you please—a Socialist Christian, at the best. Don't put the cart before the horse.' He meant that the Socialism was the touchstone, not the Christianity, as they understand it in the churches now. You could not be a Socialist without being a Christian, whether you knew it or not. You might easily think yourself a Christian without being the other thing, and the Socialism was the root of the matter. Just that and nothing more.

"The image of the Christ in the popular mind is that of one who came to bring more happiness in this world to poor men and women beaten in the struggle—material happiness. Do not be in any doubt about that—a more equal distribution of right-down pounds, shillings, and pence, the second loaf in the cupboard, good shoes and stockings for all the children, and the Sunday suit for all.

"What they think, what they say, when they are able to say it, is that the rich people and the theologians between them, often working hand in hand, have 'nobbled' the churches, and made their symbolic cup a mere opiate for hard luck, instead of the healing draft. The parsons are paid to keep people quiet, that is the ruling idea. They can not get their money for current expenses without the rich, and so getting it, of course, they preach the rich man's creed.

"The attempt to substitute feasts, fasts, and festivals of the church for all this, with elaborate processions, will, historically, I feel convinced, mark the end of the present religious system. Let our Anglican revivalists just try to recognize how a poor, dim creature, born into everlasting short-commons, without volition or vocation, stands apart from all that, and sees nothing in it but embroidered garments and futile excitements about Quinquagesima Sunday and other functions with long names that touch him no more than a birthday at court!

"Believe me, as I once ventured to say, people in West Ham look on your ecclesiastical anchorites as mere 'ammytures' in the artistry of privation, with the sacred institution ever behind them as an ark of refuge to save them from the worst. Be out of work for six weeks, and out of earnings that never rise to more than the docker's tanner, and see what you'll think of St. Francis and his flirtation with the lady of poverty then.

"No, no, 'Here and now.' That is how the church began. The clever fellows got hold of it as a going concern, 'imperialized' it, and so started to make it pretty much what it is to-day. Charity is still its abortive message; justice is what the others want."

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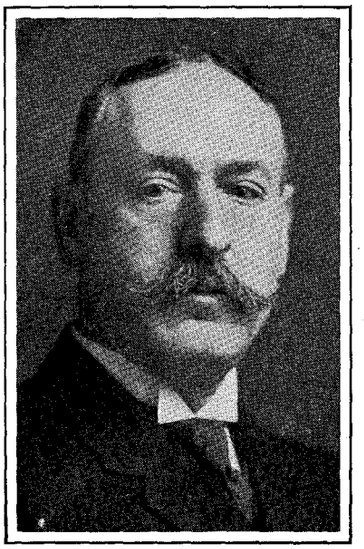
INTERMARRIAGE OF JEW AND GENTILE

AS a consequence of a sermon preached by Dr. Magnes, of Temple Emanu-El, New York, against mixt marriages, Mr. Louis Stern has resigned his post of president of that institution. The sermon was taken to refer particularly to the recent marriage of Mr. Stern's daughter to the Baron de Graffenried, a Roman Catholic, which was celebrated by a high ecclesiastic of the Roman-Catholic Church. According to *The Jewish Tribune* (Portland, Ore.), Mr. Stern, as a consequence of the sermon, filed a complaint against Dr. Magnes before the trustees of the congregation, demanding that Magnes be discharged, otherwise he would resign as director and member. But the trustees upheld the attitude of Dr. Magnes and accepted Mr. Stern's withdrawal. The rabbi, in speaking of his sermon, declared that his wish was to call attention to the fact that intermarriage "makes for the disintegration of the Jewish community as such, so that, no matter what the effect upon the individuals, those who have the welfare of the community at heart must bear in mind that there is only one outcome of marriage between Jews and non-Jews, the death of the Jewish people as such." *The Jewish Tribune*, in further representation of his views, says:



LOUIS STERN,

Who withdrew from the Temple Emanu-El because of a sermon preached there against the marriage of Jew and Gentile.

"He held that the instinct of racial preservation existed, and he sought to get at an intelligent theory justifying it. It was a problem, he thought, of the attitude of the parents and the children. The parents had solved the problem for themselves, but the children can not understand why they are prohibited from marrying Gentiles, since they buy and sell with them, eat with them, go to the same schools and colleges with them, and have the same ideals as their non-Jewish neighbors.

"The race has a mission, he asserted: first, to preserve the Hebrews as a national entity; secondly, to rehabilitate the Hebrews as a nation among nations; and, third, to assist in the production of a culture, a religion, and a civilization like the civilization of the Hebrews of old. He thought that the Jews did not have the courage in this day to regard themselves as a national community, and that the only effective restraint upon intermarriage was the establishment of an ideal that would be more than a theological abstraction."

The Reform Advocate (Jewish, Chicago) looks upon the matter as a "tempest in a teapot," and a particular inconsistency on the part of the directors of the Temple Emanu-El in singling out a man to suffer on account of the predilection of his daughter. Jews have married "among the daughters of the land," it is asserted, and there have been none to say them nay. British Jewry, this paper recalls, did not bristle with fury when a daughter of the Rothschilds plighted her troth to Lord Rosebery. In further comment we cull from this source:

"We plead for consistency, not for mixt or unmixt marriages. Our thunder to the contrary notwithstanding, young men and women will continue choosing their life-partners according to their inclination. The rabbi refusing to solemnize their union, the priest will not scruple to serve them. Protest by rabbis and boards will not deter loving couples from making the experiment. If we are, as our Zionist friends never weary of repeating, only a nation in the modern sense of the word, which eliminates all religious consecrations as belonging to the realm of 'conventional lies,' we must, to be consistent, also concede the right of expatriation. On what grounds may a convinced Zionist of the type of Nordau object to international intermarriages? They occur frequently among members of different nationalities. Why should modern Jewish nationalism ask that what is good international usage be branded treason when happening in its own camp? According to international law the wife follows in the case of international marriages the nationality of the husband. A non-Jewish woman thus becomes nationally a Jew the moment she marries a Jew. The case that aroused all this ire was of the other kind. The Jewish woman lost thereby her nationality. Is this the reason why so much hubbub has been indulged in?

"We make bold to suggest that the Talmudic provisions, according to which the mother's nationality attaches also to the child, might distil soothing balm into the wounded hearts of these defenders of Jewish interests."

MORE SPIRIT EVIDENCE

SIR OLIVER LODGE, the eminent English scientist, affirms that "communications were received from the dead in secret and exhaustive tests" recently conducted by members of the Psychical Research Society. This assertion, says a London dispatch to the New York *Sun*, coming from the source it does, has caused something like amazement. In speaking before the London Society Sir Oliver Lodge made the following interesting statements:

"The most important set of phenomena are those of automatic writing and talking, and what do we find? We find the late Edmund Gurney, the late Richard Hodgson, and the late F. W. H. Myers, with others less known, constantly purporting to communicate with us, with the express purpose of patiently proving their identity by giving us cross-correspondence between different mediums.

"We also find them answering specific questions in a manner characteristic of their known personalities and giving evidence of knowledge appropriate to them. Not easily or early do we make this admission. In spite of long conversations with what purports to be the surviving intelligence of these friends and investigators, we were by no means convinced of their identity by more general conversation, even when it was of a friendly and intimate character, such as in ordinary case would have been considered amply sufficient for identification of friends speaking, say, through the telephone or typewriter.

"We required definite and crucial proof, a proof difficult even to imagine as well as difficult to supply. The ostensible communicators realize the need of such proof as fully as we do and have done their best to satisfy the rational demand. Some of us think they succeeded. Others are still doubtful.

"Cross-correspondence—that is, the reception of part of a message through one medium and part through another, neither portion separately being understood by either—is good evidence of one intelligence dominating both automatists, and if the message is characteristic of some particular deceased person and is received as such by people to whom he was not intimately known, then it is fair proof of the continued intellectual activity of that person.

"If, further, we get from him a piece of literary criticism which is eminently in his vein, which has not occurred to ordinary people, then I say the proof, already striking, is tending to become crucial. These are the kinds of proof which the society has had communicated to it. The phenomenon of automatic writing strikes some of us as if it were in the direct line of evolutional advance. It seems like the beginning of a new human faculty."

Goldwin Smith, in his "Bystander" column in *The Weekly Sun* (Toronto), treats the revelation of Sir Oliver in a skeptical vein. We read:

"Sir Oliver Lodge, the great man of science, announces that he has received communications from the spirit-world. Great he is in his own line; but it has been seen in more cases than one that intellectual power does not preclude the existence of mythical weakness. Newton had theological fancies, and Johnson was

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evidently inclined to a belief in ghosts, and was angry with Wesley for not following up a ghost-story with sufficient spirit. People certainly above the average in intellect have been bitten by spiritualism. But no spirit as yet has presented anything like satisfactory credentials from the other world. Not one of them has had anything to reveal, and they generally talk the merest rubbish. We shall see what it is that Sir Oliver Lodge's spirits have told him, and whether it implies supernatural knowledge on their part. The decay of religious faith has not lessened, perhaps it has even in a way stimulated, the craving for the supernatural. So it has been before when religious belief failed. Not in these fancies is the solution of our difficulties to be found."

SCIENCE SUPPORTING CHRISTIANITY

THE plan of the German liberal thinkers to organize a new religion to replace Christianity has stirred up an opposition party among the scientists to support Christianity's claims. The liberals call themselves the "Monistenbund," and the defenders of the faith call themselves the "Keplerbund," in honor of that great representative of a Christian yet thoroughly scientific scholarship. The liberals are led by Prof. Ernst Haeckel, of the University of Jena, the famous *alter ego* of Darwin and champion of the most radical type of evolutionary philosophy, under the name of Monism.

The campaign of the Keplerbund is treated exhaustively in the *Chronik der Christlichen Welt* (Tübingen), from which we abstract the facts and statements given below. It is not a theological movement, it is claimed, but is scientific in character, begun and maintained chiefly by representatives of the different natural sciences among the university and other savants of Germany. The official organization took place on November 25 and 26, 1907, in Frankfort-on-the-Main, on which date the membership already numbered 641.

This convention, we read, was the outcome of the publication of an "Aufruf," published some weeks before in more than two hundred thousand copies, and signed by 214 savants, the majority being men of recognized standing in their departments, only 30 of whom were theologians. Among the latter, very significantly, not only the conservatives were found enrolled, but also advanced men, such as Professors Kattenbusch and Looft, of Halle, and Professor Rade, of Marburg; the last mentioned being editor of the brilliant organ of advanced theology, the *Christliche Welt*, and a leading speaker at the recent Boston religious convention. In the same way in the executive committee, consisting of thirty members, there are only two theologians—Pastor Hezekiel, of Posen, and the vice-president of the Bund, the energetic Pastor Teudt, of Frankfort-on-the-Main.

That the whole agitation is the outcome largely or chiefly of an outraged scientific and not theological conscience of Germany is evinced also by the fact that the prime mover in the whole propaganda has been the botanist E. Dennert, the leader of the anti-Haeckel and prochristian school of scientists in Germany, and editor of the new apologetical monthly, known as *Glauben und Wissen*. The leader next in importance is Prof. Johannes Reinke, who holds the chair of botany in the University of Kiel, and who only recently vigorously attacked Haeckelism and the Monistenbund in the German Parliament. He has also begun the publication of a series of anti-Monistic brochures called "Scientific Treatises for Students of All Grades," which is one of the signs that the defenders of a Christian type of thought in the investigation of the phenomena of nature propose to fight fire with fire and to popularize their methods and results as the advanced men are doing.

Among the other scientists in Germany whose names are enrolled on the executive and editorial committee of the Bund are Professor Zorn, of the law faculty in Bonn, who is also the chairman, Dr. Baumeister, professor of architecture in Carlsruhe, Dr. Berberuh, professor of astronomy in Berlin, Dr. Berendl, professor of geology in the same university, Dr. Brass, professor of zoology in Godesberg, Dr. Gruner, professor of physics in the University of Bern, Dr. Kuy, professor of botany in Berlin, Dr. Zacharias, director of the biological station in Ploen, Dr. Kocher, professor of surgery in Bonn, Dr. Vömel, chief of the department of health in Frankfort, and Dr. E. Meyer, chief justice in Tilsit.

In the "Aufruf," as also in the leading address delivered at the Frankfort convention, entitled "Naturwissenschaft und Gottesglaube," by Dr. Dennert, the why and wherefore of the new organization are fully described. According to these it is substantially a protest against the claim that a fair and unprejudiced study of nature calls for a denial of the fundamental teachings of Christianity, such as a personal God, the fact and consequences of sin, and a redemption through a divine Savior. Monism, it is declared, claims what it can not scientifically prove, but assumes its neological teachings as a result of a preconceived antichristian philosophy, accepted *à priori*, but not demonstrated by science or research.

Christianity must indeed accept what are the certain results of scientific research, they admit, but even if this is done, the essentials of Christianity will yet stand. The leaders of the new Bund are not *laudatores temporis acta*, not blind conservatives. They declare that the highest principle in the investigations of natural phenomena must dictate an unprejudiced examination of the facts, these facts, however, not to be interpreted, or rather misinterpreted, either by an ultra-orthodoxy and antagonism to the legitimate teachings of science, or, on the other hand, by a philosophical *à priori* radicalism, eliminating everything out of Christianity that makes it more than a system of elementary morals, as this is done by the Monistenbund.

The ideals of the Bund are exprest in the words: "Modern natural science is not able to overthrow the theistic conception of the world and its phenomena; and theism has, to say the very least, as much right to be regarded as thoroughly scientific as Haeckel's Monism."

The spirit of the association is exprest in the reason assigned for the selection of the name, which is given thus:

"In the person of Kepler we see a typical combination of a genuine student of nature with a deep religious spirit. Proceeding from this basis it is the purpose of the association to advance the true study of nature among the people in general."

The organization of this new proreligious movement among the scientists is warmly welcomed even by the strictest of church papers, who perhaps would wish that theology should be better or more fully represented in the work. Thus, the *Alte Glaube*, of Leipsic, rejoices that a systematic effort is now to be made to overthrow science falsely so called by a true science, and it hopes that non-theologians will cooperate heartily in the good work. It adds further that the membership is increasing at the rate of about forty a week, that the funds of the association already amount to $7,500, and that the headquarters of the association will be at Bonn, or rather near by, at Godesberg, to which place Pastor Teudt will remove.

The movement itself is said to be but one sign of a strong tendency now prevailing in many circles in Germany, to the effect that positive Christian and scientific thought is now in shape aggressively to attack radicalism. Christian apologetics are being modernized in the best sense of the term; apologetical writings are being published in large number; the University of Leipsic has just established the first university chair in Germany devoted exclusively to apologetics. Conservatives are convinced that the heyday of radicalism in religious thought has passed its zenith and that a modified form of positive Christian scientific thought will win the day.—*Translation made for* THE LITERARY DIGEST.

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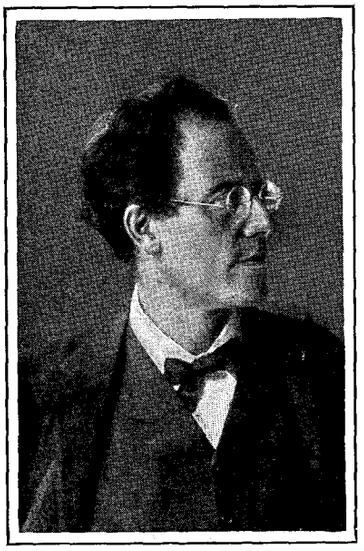
LETTERS AND ART

THE METROPOLITAN'S NEW RÉGIME

WITH the passing of the Conried régime at the Metropolitan Opera-house, in New York, interest is centered upon the new rule. The war which has been waged at this house for many years between pro-German and pro-Italian factions now seems to take on a condition of armed truce. The reorganized Metropolitan Opera Company, succeeding the Conried Metropolitan Opera Company, have announced the election of two managers and two directors. Power is apportioned squarely between the old contestants, Mr. Gatti-Casazza and Mr. Toscanini representing the Italian, and Mr. Dippel and Mr. Mahler the German. The clue to this puzzling situation, Mr. Henderson points out in the New York *Sun*, is to be traced back through the ups and downs of operatic history of this house. That writer recalls that "some years ago the Metropolitan was a German opera-house and that it was at times given over to the performance of some of the cheapest products of the Teutonic music-factories." The box-holders finally rebelled and decided that, since they were called upon every season to pay a deficit, they would "pay it for a kind of opera that gave them some amusement or entertainment for their money." This ended the Damrosch-Stanton régime in 1891. Mr. Henderson thus traces the acts of the managing stockholders from this point onward:



GUSTAV MAHLER,
Conductor of the German operas at the Metropolitan.

"They incontinently kicked German opera into the street and invited Abbey, Schoeffel, and Grau, who had conducted the first season of the house, to return and try it again. This brought Italian opera once more into the seat of power, but, owing to the Gallic affections of Mr. Grau, French opera in the French language became a part of the plan of the new management. Consequent upon this was the engagement of singers acquainted with both Italian and French.

"It was not long before Jean de Reszke, with that fine feeling for the artistic proprieties which always dwelt in his mind, declared to Mr. Grau that if Italian operas were to be given in Italian and French operas in French, then it was illogical to continue performing 'Lohengrin' and such operas in anything but German.

"Mr. Grau at first held out against this proposition, but a highly successful season of opera in German under the direction of Walter Damrosch convinced him that there was still a strong public demand for performances of this kind, and he yielded an assent to Mr. de Reszke's proposal. The result was the restoration of Wagnerian drama in its correct text to the repertoire.

"Thus polyglot opera became the kind given at the Metropolitan, and it was given with great success as long as the manager was able to obtain for the German works such singers as the two De Reszkes, Nordica, Ternina, Schumann-Heink, and Brema. The sensational success of Jean de Reszke in the great Wagnerian rôles brought the imposing music-drama of Baireuth once more into a position of command in the operatic world of New York."

Since the retirement of several of the great artists of the "international" school (the singers of Italian, French, and German rôles), continues this writer, "their places have never been filled to the satisfaction of the general public nor to that of the men who control the Metropolitan Opera-house." In spite of this fact "the struggle to keep German opera in its old position of command has never ceased." Mr. Henderson proceeds:

"Mistaken views of the situation have centralized effort on the conducting and the scenic presentation, whereas the element wanting in the performances—in so far as public interest has been concerned—has been singers. We have had good singers, to be sure, but none great enough to counteract or equal the enormous influence of Mr. Caruso in fixing firmly in the general affection the works of the Italian list. Even 'Faust' fell into disuse till this adored tenor learned to sing the title-rôle.

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ANDREAS DIPPEL,
The tenor who becomes "administrative manager" of the Metropolitan.

"What the most influential people in the clientèle of the Metropolitan Opera-house have desired to see in the plans of a new régime was a provision that the repertoire affording the largest field to the most popular singers now before the public should not be in danger of sacrifice to the desires of Teutonic 'artistic' conductors with admirable ideas of interpretation and stage-management, but contemporaneous German notions about singing."

In order to wreck the predominance of Teutonic methods a strong fight was put up for recognition of Italy in the new management. The result indicates a compromise. Mr. Gatti-Casazza will hold the title of general manager; Mr. Dippel, hitherto a "useful" tenor on the roster of the opera-house, will be the administrative manager. Mahler and Toscanini will be joint musical directors. In the published statement of the opera company the credentials of these gentlemen are given in the following terms:

JULIO GATTI-CASAZZA. MR. TOSCANINI.
The new Italian contingent in the direction of artistic enterprises of the Metropolitan.

"Mr. Gatti-Casazza is a gentleman of the highest standing, professionally and personally, and of thorough musical and general culture. For nearly ten years he has been in entire charge of La

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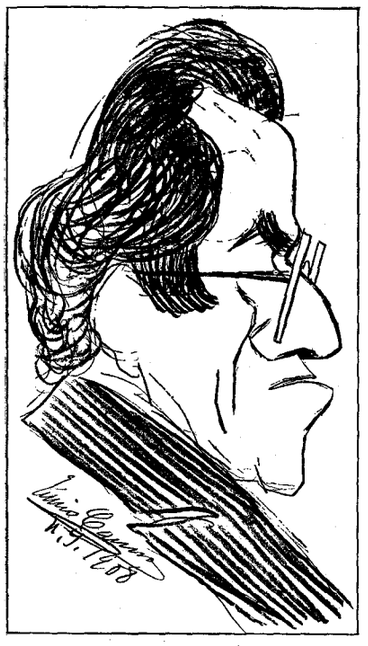
Scala in Milan, where he has done admirable work as general manager and stage-director. La Scala is the foremost opera-house in Italy, one of the oldest in the world, and the dignity of its artistic traditions is second to none.

"Under Mr. Gatti-Casazza's management it has been distinguished by the catholicity of its répertoire, cultivating equally the classical operas and the works of the modern French, Italian, and German composers. The qualifications of all the candidates have been carefully and conscientiously examined, and we are convinced that Mr. Gatti-Casazza will amply justify the selection which has entrusted him with this much-coveted position.



From "The Musical Courier."

CARUSO'S SKETCH OF MAHLER.

"At Mr. Gatti-Casazza's side will be Mr. Dippel, a man thoroughly conversant with the traditions of the Metropolitan Opera-house, long known and liked by the New York public as a sterling artist of remarkable musical ability and vast experience, tactful, resourceful, enjoying universal esteem and sympathy as an artist and a gentleman. We consider ourselves particularly fortunate in having secured the cooperation as equal and joint musical directors the famous conductors, Messrs. Mahler and Toscanini, a combination which no other opera-house in the world can match."

Little is known in this country of the two Italian newcomers. Their adaptability to new conditions is to be demonstrated. Mr. Mahler has already scored artistically in the operas he has conducted here this season. Much is expected from Mr. Dippel, of whom Mr. Henderson writes:

"It is probably a fortunate thing for the Metropolitan Opera-house that Mr. Dippel has been chosen as the associate of the manager of La Scala. Mr. Dippel is known to the general public merely as one of the lesser lights of the company, a singer who rarely appears unless called upon to fill the place of some one suddenly indisposed. But he has been in New York for seventeen years. He has been a student of American life, of financial and social conditions, and of the special tendencies of our people in musical art.

"He is a keen and practical business man, as more than one Wall-Street financier can testify. In addition to German he speaks English, French, and Italian, whereas Mr. Gatti-Casazza has only his own language at his command. He is thoroughly acquainted with operatic conditions, customs, and method in London, Paris, Berlin, and Vienna.

"He knows the art of all the leading singers of Germany and France. He is familiar with the achievements of all the 'international' singers. He has a trained German musician's understanding of the requirements of the orchestral department of an opera-house. He has a practical knowledge of the mechanics of the stage. He is thoroughly acquainted with all the operas in the repertoire of a working opera-house, and he is a musician who can study the score of a new work.

"He is fruitful in ideas. The inclusion of a pension fund in the new plans for the opera-house must be credited to his suggestion. He undertands singers and knows how to deal with them. If emergency calls for it he can take the stage-management into his own hands.

"And finally he is an amiable, patient, and politic person, who will be able to meet the many troubles of an impresario's career with equanimity and firmness."

A REFORMED DRAMATIC AUTHOR

IT is not often that a dramatic author finds comfort in a failure, and feels a personal justification in adverse comment. This is the position, however, taken by Anne Warner, the novelist and author, of a dramatization of one of her own books called "The Rejuvenation of Aunt Mary." In a letter to the dramatic editor of *Life* (New York), and published in that journal, Miss Warner unburdens her mind concerning the manner in which she was coerced to fit her play to the star producing it, and the joy she took in reading the condemnation of the critics the morning after the first production. Incidentally there is given the rare acknowledgment that a saving grace still remains in the critical intelligence of New York. Miss Warner starts out by telling the dramatic editor she addresses that she does not expect her letter will be printed, but as he is upholding opinions she strongly agrees with, she is impelled to write. She proceeds:

"I want to say this for myself and for New York:

"I am supposed to be an idiot by all the theatrical world with whom I have come in contact. I have ideals, and ideals don't play much part on the stage at present. I also have principles, which have almost no part anywhere—unless well disguised. I wrote a book called 'The Rejuvenation of Aunt Mary,' and it was dramatized. I did a lot of work on the dialog, and later I was called upon to fit the play for a star. To fit a play for a star means taking every clever and original speech out of the mouths where it belongs and handing it over to the star. The things that men, women, or servants say, the star must say instead. It isn't just words either; the star must have all: she must have the maid's apron, the man's cigaret; she must center the audience's attention even during scenes between others. The physical labor and mental agony of accomplishing this put me to bed, ill for the summer. Now, I must tell you that through all this I was told that 'I didn't know New York,' that 'That will take in New York,' etc. I thought that I didn't like New York much anyhow, but that if the city liked the sort of speeches which were being put to my credit in my play, I certainly would never set foot in it again. One can always have appointments in New Jersey and sail for Europe from Hoboken, you know.

ANNE WARNER,

Who declares that no money on earth could tempt her to try again the fortunes of dramatic authorship.

"The play opened in New York. I have been through a great many ordeals, so I stood that, too. Not being at all of a theatrical temperament, I slept till ten the next morning, and read my mail before I did the papers. I can't tell you the effect that the papers had on me. When I read scathing criticisms of everything I had so protested against, I felt singularly comforted. I took heart. It seemed to me that New York had a great deal of good in it after all. When the support, who had been shorn of all individuality, were characterized as colorless, I recognized that I had companions in a knowledge of the artistic value of individuals. When the construction, which had been altogether altered, was condemned, I perceived that I had had a perception of construction, too. When the star's part was called a monolog and nothing else,

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I was much more amused than I had been in many months. Of course, being stoned for sins not yours is never fun, but when you have feared to see the sins laurel-wreathed, the mistake as to where the stones hit doesn't hurt so much. Writing a play and having it turned into a farce has been a spiritual lesson to me which has turned me back into my own book-world forever. . . . No money on earth would buy my name for another billboard, or my talent to buoy up the ideas of others.

"Now, I've said my say, and said it frankly, and you see how much your city has raised herself in my opinion by appreciating and by being unappreciative. It was suggested that for advertising purposes I sue a few papers for libel, but as I never wrote the lines they criticized, and felt more bitterly about them than the critics appeared to, I felt that a libel-suit would lack sincerity."

Mr. Metcalfe, the dramatic critic, asks naively what Miss Warner expected. He comments:

"Our ready-made or made-while-you-wait stars are so often not entitled to that distinction by experience or ability that it is an established and necessary process to bolster them up by every possible means, fair or foul, artistic or inartistic. So long as our theatrical rulers are drawn from the Tenderloin stratum of society we must expect that Tenderloin methods and standards will prevail, not only in the business end of the theater, but also on what ought to be the artistic side of the curtain. The commercial manager needs stars to exploit. He doesn't care how they are created."

HOW MARK TWAIN WROTE "INNOCENTS ABROAD"

SENATOR STEWART, in the course of some "Recollections," seems to be competing with Mark Twain on the humorist's own ground. Incidentally it might be said that an old score is here adjusted, or at least the narrative bears the implications of such a purpose. It looks like the belated opportunity of the Senator to get even with Mark Twain, who got even with the Senator for what the humorist considered interference with his amusements. Along with some diverting accounts of the irresponsible fun-maker, we hear how the "Innocents Abroad" came to be written. The story is told in *The Saturday Evening Post* (Philadelphia) and deals with the year 1867, when Samuel L. Clemens was serving as private secretary to the Nevada Senator. The latter describes his renewed acquaintance with Clemens in these words:

"I was seated at my window one morning when a man slouched into the room. He was arrayed in a seedy suit, which hung upon his lean frame in bunches, with no style worth mentioning. A sheaf of scraggly, black hair leaked out of a battered, old, slouch hat, like stuffing from an ancient Colonial sofa, and an evil-smelling cigar-butt, very much frazzled, protruded from the corner of his mouth. He had a very sinister appearance. He was a man I had known around the Nevada mining-camps several years before, and his name was Samuel L. Clemens."

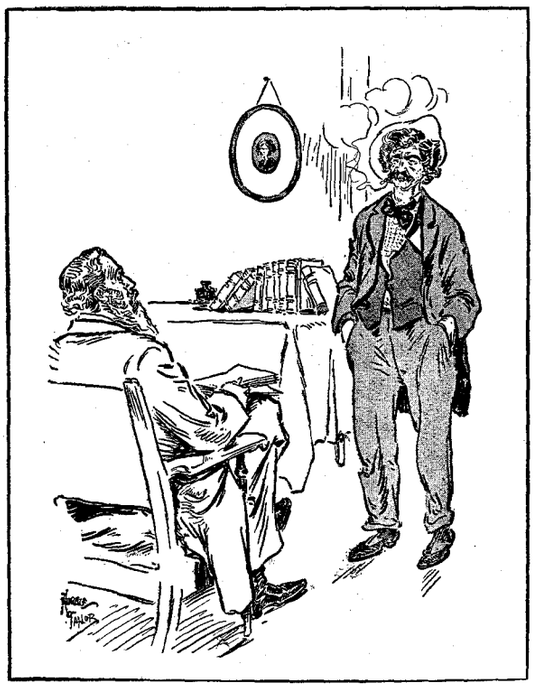
The Senator pauses to recall that he first knew his visitor as a reporter on *The Territorial Enterprise* (Virginia City). "He went around putting things in the paper about people, and stirring up trouble." His excuse generally was that the thing he wrote was humorous and that was why he wrote it—not because it was true. "Clemens had a great habit of making fun of the young fellows and the girls, and wrote ridiculous pieces about parties and other social events to which he was never invited." The Senator continues:

"After a while he went over to Carson City and touched up the people over there, and got everybody down on him. I thought he had faded from our midst forever, but he drifted back to Virginia City in a few weeks. The boys got together and said they would give a party, and invite Clemens to it, and make him feel at home, and respectable, and decent, and kindly, and generous, and loving, and considerate of the feelings of others. I could have warned them, but I didn't.

"Clemens went to that party and danced with the prettiest girls, and monopolized them, and enjoyed himself, and made a good meal, and then shoved over to *The Enterprise* office and wrote the whole thing up. He lambasted that party for all the English language would allow, and if any of the guests were unfortunate enough to be awkward, or have big feet, or a wart on the nose, Clemens did not forget it. He fairly strained his memory.

"Of course, this made the boys angry, and they decided to get even. There was a stage that ran from Carson to Virginia City, and Clemens was a passenger on it one night. The boys lay in wait, and when the stage lumbered by a lonely spot they swooped out, and upset it, and turned it upside down, and dragged Clemens out, and threw him into a cañon, and broke up his portmanteau, and threw that in on top of him.

"He was the scaredest man west of the Mississippi; but the next morning, when he crawled back to town, and it was day, and



Courtesy of "The Saturday Evening Post."

"I AM JUST BACK FROM THE HOLY LAND."

light, and safe, he began to swell a little, and pretty soon he was bragging about his narrow escape. By and by he began to color it up, and add details that he had overlooked at first, until he made out that he had been in one of the most desperate stage-robberies in the history of the West, and it was a pretty poor story that he couldn't lug *that* one into, by the nape of the neck, sort of casually."

After that Clemens "drifted away" and the Senator records that he thought his erstwhile acquaintance "had been hanged or elected to Congress or something like that." But when the persecuting newspaper reporter "slouched" into the Senator's room in Washington that dignitary said: "If you put anything in the paper about me I'll sue you for libel." The account proceeds in the writer's own words:

"He waved the suggestion aside with easy familiarity. Said Clemens: 'Senator, I've come to see you on important business. I am just back from the Holy Land.'

"Said I, looking him over: 'That is a mean thing to say of the Holy Land when it isn't here to defend itself. But maybe you didn't get all the *advantages*. You ought to go back and take a postgraduate course. Did you walk home?'

"Said Clemens, not at all ruffled: 'I have a proposition. There's millions in it. All I need is a little cash stake. I have been to the Holy Land with a party of innocent and estimable people, who are fairly aching to be written up, and I think I could do the job neatly and with dispatch if I were not troubled with other—more

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—pressing—considerations. I've started the book already, and it is a wonder. I can vouch for it.'

"I said: 'Let me see the manuscript.'

"He pulled a dozen sheets or so from his pocket and handed them to me. I read what he had written and I saw that it was bully.

"Said I: 'I'll appoint you my clerk in the Senate, and you can live on the salary. There's a little hall bedroom across the way, where you can sleep, and you can write your book in here. Help yourself to the whisky and cigars, and wade in.'

"He accepted all of my invitations in the modest and unassuming manner for which he had been noted in Nevada, and became a member of my family, and my clerk."

The Senator's train of recollections deflects to the story of the persecution the new boarder subjected the landlady to. She was a Miss Virginia Wells, a prim Virginia spinster of seventy who had lost everything in the war; and, as many of her fellow sufferers of the South were doing, she sought to recoup her fortunes in the boarding-house business in Washington. Her timid nature shrank from Clemens and he found "amusement" in devising ways of causing her fear and trepidation. For example, he would lurch through the corridors, "pretending to be intoxicated, and would throw her into a fit about six times a day." Then he took to smoking in bed all night, and threw her into a panic. The lady came to Senator Stewart with complaints:

"She said: 'Senator, if you don't ask that friend of yours to leave I shall have to give up my lodging-house, and what will become of me then? He smokes cigars in bed all night, and has ruined my best sheets, and I expect to be burned out any time. I've been on the alert now for three weeks, but I can't keep it up much longer. I need sleep.'

"I told her to leave the room, and I called Clemens.

"I said: 'If you don't stop annoying this little lady I'll give you a sound thrashing—I'll wait till that book's finished. I don't want to interfere with literature. I'll thrash you after it's finished.'

"He blew some smoke in my face. Said he: 'You are mighty unreasonable.'

"I thought he would behave himself after that. But one day, a week later, Miss Virginia staggered into my room again, in a flood of tears.

"She said: 'Senator, that man will kill me. I can't stand it. If he doesn't go I'll have to ask you to give up your rooms, and the Lord knows whether I'll be able to rent them again.'

"This filled me with alarm. I was very comfortable where I was. I sent her away kindly, and called Clemens.

"Said I: 'You have got to stop this foolishness. If you don't stop annoying this little lady I'll amend my former resolution and give you that thrashing right here and now. Then I'll send you to the hospital, and pay your expenses, and bring you back, and you can finish your book upholstered in bandages.'

"He saw that I meant business. He said:

"'All right, I'll give up my amusements; but I'll get even with you.'

"He did. When he wrote 'Roughing It' he said I had cheated him out of some mining stock, or something like that, and that he had given *me* a sound thrashing, and he printed a picture of me in the book with a patch over one eye.

"Clemens remained with me for some time. He wrote his book in my room, and named it 'The Innocents Abroad.' I was confident that he would come to no good end, but I have heard of him from time to time since then, and I understand that he has settled down and become respectable."

WHAT SOCIALISM WILL DO FOR ART

SOCIALISM would give to art a unifying ideal for which it is now sorely languishing. This is the view of Mr. Walter Crane, the English artist, who, like his great predecessor, William Morris, belongs to the ranks of those professing the Socialist ideal. In the London *Daily Mail*, which is devoting a daily column to the discussion of Socialism in all its aspects, he declares that modern art "can not be said to be successful in great public monuments—almost the only objects in which it is possible to unite all the arts in their noblest form." These monuments are not successful, he contends, because architecture, sculpture, and the beautiful arts of decorative design and handicraft "have always flourished under some dominating ideal of life." By way of illustration he cites the following:

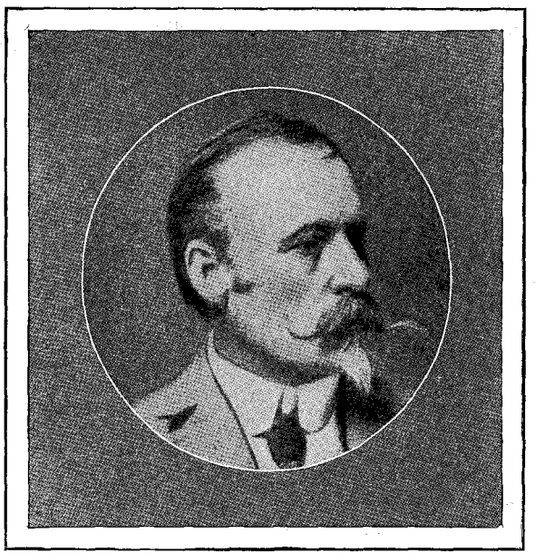

Photo by Elliott & Fry, London.

WALTER CRANE,

Who thinks that Socialism would afford the community enlarged scope and opportunity for public work of a monumental and commemorative character.

"The nature-worship of ancient Egyptians and Greeks and of the Hindus, the monotheism of the Moslems, the Catholicism of the Middle Ages, for instance, all these have proved great, inspiring, unifying influences in the arts in their countries and periods, and to them we owe sublime monumental works which have never been equaled, and compared to which modern efforts seem ephemeral and trivial."

In his view the modern world is at present offered in Socialism just such an ideal as it requires to draw its scattered activities into a unified system. We read:

"Now in Socialism we have a great unifying ideal of human life—a new ideal, an inspiring ideal—a religion, in short, which sums up the past and looks to the future, reading into history a new meaning, in which the gradual evolution of humanity is discovered, and the truth of the philosophic dictum of the three great periods in relation to the economic system on which the form of society in every age depends—primitive unanimity, intermediate divergence, and ultimate unanimity, as out of the strife and discords of the present slowly emerges the new order, as a great statue takes form under the sculptor's hand out of the shapeless mass of marble.

"I should, therefore, expect that under Socialism there would be greatly enlarged scope and opportunity for public work of a monumental and commemorative character. I should expect a demand for, and a great development of, mural painting, as I believe its educational value would become more and more recognized, as well as the pleasure and stimulus to the imagination it might afford on the walls of schools and public buildings—under capitalism so much neglected.

"Simultaneously I should expect a renascence in architecture and sculpture. Our cities would acquire a beauty undreamed of, when they were built to dwell in, and when there were *no more slums*, and when the 'homes' in them which the Socialists would destroy had gone.

"As for the arts of design and handicraft, the arts which are inextricably associated with social life, and depend for their very existence upon cooperation, they would certainly flourish exceedingly in a cooperative commonwealth. The art of the gardener, the art of the potter, of the weaver, of the smith, of the printer, would be always in demand, and under Socialism freed from commercial degradation.

"Art, under Socialism, as a social product (and I include under the term art, music, poetry, and the drama), would necessarily become more and more intimately associated with the life of the people, and artists and craftsmen would be assured of an honored place in the community, no longer dependent upon the caprice of the rich or the fluctuations of a speculative and uncertain market."

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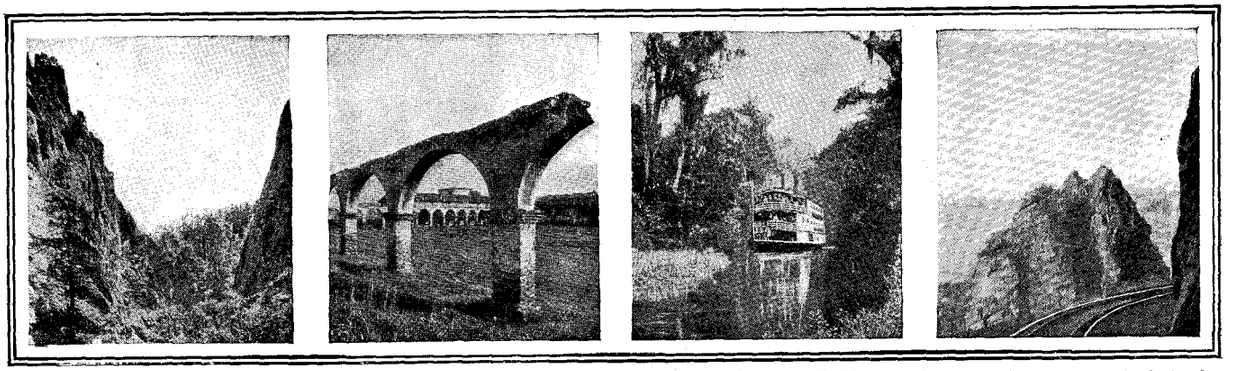


Crags in the South Cheyenne Cañon. San Juan Capistrano, California. On the Ocklawaha, Florida. Point Sublime on the Cripple Creek "Short Line."

EARLY SPRING RESORTS IN AMERICA

BY RAIL TO CUBA ACROSS THE FLORIDA KEYS

Over a roadbed constructed from the bed of the sea, with ballast of white coral, an extension of the Florida East-Coast Railway now winds itself southward into the ocean, toward Cuba. One hundred and nine miles of this remarkable railway have been built and a few weeks ago were put into operation, with 47 miles reaching to Key West, the utmost limit of land, yet to be completed. This achievement is the realization of a dream of Henry M. Flagler, who took upon himself the whole financial burden of bringing Havana within a few hours' water journey of the United States. The road shortens the distance to Cuba by boat to six hours.

The section thus far completed extends from Miami to Knights Key, which is 47 miles this side of Key West. Of the 109 miles now completed the first 45 miles down from Miami are on the mainland of Florida—mainland so called, being that strange region called the Everglades. The road even here has been built for the most part through swamps and bogs, where the construction was perhaps more difficult than over the ocean itself. After struggling through this region the road becomes truly marine or, more exactly, amphibious. Over the remaining 64 miles to Knights Key it goes by sea and land indifferently, following the low lying coral keys when they come across its path, and crossing the intervening stretches of sea on embankments built up from the ocean bed, or on viaducts supported on piles, which in turn are anchored to the coral bottom.

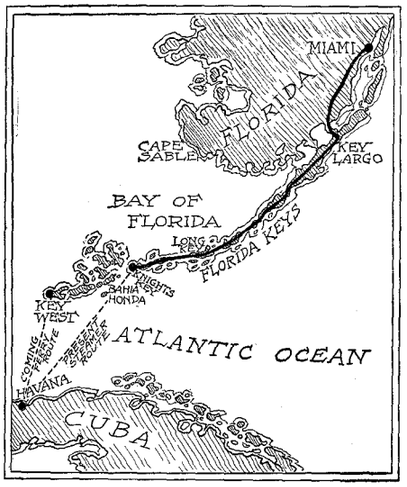
On these embankments and viaducts the road is carried for more than half the distance. Some of the ocean passages which they span are only a few hundred feet wide, and others are thousands of feet. The longest of all, between Long and Grassy Keys, which was the last portion of the work to be completed, embraces 5.6 miles, of which the central reach of more than two miles is crossed by a great ocean viaduct. In making this crossing trains go out of sight of land. The aggregate length of the construction over water is 72,884 feet, or, in round numbers, 14 miles.

The first water of any length crossed is Snake Creek in Plantation Key, which is 725 feet wide. From Windlys Island to Upper Matecumbe Key comes a filling of 2,450 feet. The next gap is from Upper Matecumbe to Lower Matecumbe, which is crossed by an embankment 11,950 feet long, with a 120-foot drawbridge. A still wider passage intervenes between Lower Matecumbe and Long Key, which are joined by an embankment of 21,800 feet. Then comes the stretch of open water between Long and Grassy Keys.

The 47 miles of unfinished work, from Knights Key to Key West, will add 78,550 feet more of embankment and viaduct, making the total for the entire extension, 155,000 feet, or 29.4 miles. To this can be added the 17 miles from Homestead to Water's Edge through the Everglades, which is practically a continuous embankment, dredges having been used in the construction work for the entire distance.

Mr. Flagler has concentrated all the resources of the interests controlled by him for three years on this work. Not the least of the obstacles confronting him has been the necessity for bringing all the material and even the drinking-water for workmen from the mainland in boats. The keys contributed only coral rock for the filling. Even houseboat dormitories had to be provided for a portion of the route.

It is estimated that the construction is costing $100,000 a mile and that the road will involve in the aggregate nearly $20,000,000. This burden is being borne by Mr. Flagler alone. No contractors have been employed, the work of construction being under the personal supervision of J. R. Parrott, vice-president of the Florida East Coast Railway.



THE KEY-WEST ROAD AS NOW COMPLETED TO KNIGHTS KEY.

The portions of the road which run over the sea have been constructed with great solidity and as an added precaution against the assaults of wave and storm the rails have been put 31 feet above high-tide level. No very great waves are experienced in this neighborhood, owing to the shallowness of the water, which fact, indeed, made the construction of the road possible. Another year ought to see the road completed to Key West. When this is done the passage to Havana will be shortened to 90 miles. The time between New York and Cuba has been already reduced about half a day. Steamers leave Knights Key for Havana three times a week and for Key West daily. When the railway is completed to Key West trains will be carried on a huge ferry-boat direct to Havana. The time from New York to Havana will then be only 48 hours.

HOW MR. FLAGLER CAME TO BUILD HIS ROAD

Some 7,000 men have been employed on the road to Key West for two years. Ralph D. Paine, in *Everybody's Magazine* for February, tells how Mr. Flagler came to undertake the work.

"Henry M. Flagler's purpose to stake his fortune on Cuba was the direct result of his visit to the island in company with Sir William Van Horne. Here he learned the scope of the plans for the railroad development of Cuba which seethed in the mind of the great Canadian builder. The man who had constructed more than five thousand miles of wilderness road with 50,000 men in less than five years, who had shoved the Canadian Pacific through to the coast, was sanguine of doing great things in Cuba. Mr. Flagler grasped the fact that his Key West road would be an important transportation link in the far-sighted plans of Sir William Van Horne. He found that the Ann-Arbor Railroad was conveying trains of 26 freight cars on ferries over 112 miles of water on the Great Lakes. It was therefore feasible to carry solid trains between the United States and Cuba.

"A railroad to Key West would serve many good purposes. As the quickest

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route for mail and passengers between the United States and the Panama Canal, as a long stride nearer the commerce of South America, as a military and naval base of immense strategic importance for coming generations, a terminus 'farthest south' appealed to Mr. Flagler's imagination.

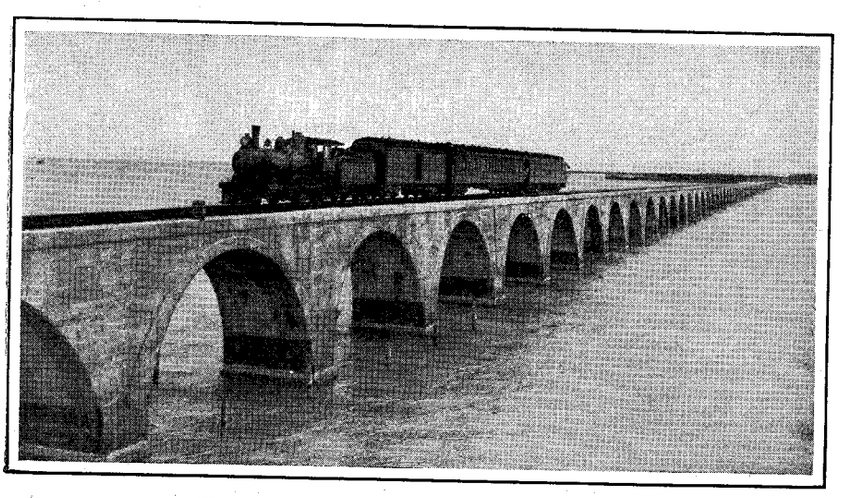
"Efficient labor was in demand the country over, and good men did not want to fight mosquitoes in the isolation of the Florida keys. Thousands of good-for-nothings, the dregs of sodden and broken humanity, had to be shipped from Northern cities out of sheer necessity. Negro labor could not be obtained in such prosperous times, and the law forbade the importation of blacks from Nassau and Jamaica, or Spaniards from Cuba and their own country. The sources of labor-supply depended on for digging the Panama Canal were closed to this American enterprise. Hordes of "hobos," as they were classed, were sent out of the camps as worthless, or because they refused to work at all, scorning even to earn the $12 advanced them for transportation. Altho the average number of men employed was about 4,000, the pay-rolls show that 20,000 men were carried to the keys in three years.

"The process of weeding out laborers was costly and disheartening. When the working force had been hammered into something like efficient shape, a hurricane swooped down on the keys in October of 1906 and not only tested to the utmost the work of the engineers, but made havoc in the ranks of the laborers. The construction had been well advanced, however, and embankment, trestle, and viaduct stood the trial without serious damage. But the hurricane cost the lives of 130 men, blew the camp to tatters, and swept vessel after vessel of the costly floating equipment out to sea.

Of some of the difficulties attending the construction of the road Mr. Paine says:

"The story of this railroad building is quite like a tale from the 'Arabian Nights.' The viceroy chosen for the work was Joseph R. Parrott, a broad-shouldered, square-jawed man in his forties, who was already carrying enough responsibility to bury several ordinary men. He was a Yale athlete of such ability that he had rowed on five university crews and been substitute on a sixth. He had to create the East-Coast Railroad, and to equip himself to handle the greatest hotel interests in the world, on top of which tasks he was requested to put a railroad into Key West and was made wholly responsible for the undertaking. Fourteen thousand people have been on his pay-rolls at one time in Florida.

"Locating this erratic line was an Alice-in-Wonderland task of itself. The surveying party had to do most of its work afloat, and some of its men were lost among the hundreds of keys for days at a time. They wished to utilize as many of the keys as possible, and finally selected 41 across which to run the road. There were gaps between them so wide, however, that towers had to be built for sighting the instruments. In other words, these distances which must be bridged were so great that the curvature of the earth hid the rodman on the key from the man with the transit."



ONE OF THE LONG VIADUCTS OF THE KEY-WEST ROAD.

VIRGINIA, THE CAROLINAS, AND MEXICO

When March winds are blowing, and formal social life is ebbing to await another season's flood, the impulse comes to seek rest in a softer climate. Particularly attractive are the resorts of Virginia, the Carolinas, and Georgia. They involve no ocean sailings or extended journeys, and provide balmy yet invigorating air and, as one may choose, the healing ministrations of various mineral springs.

Hot Springs and Healing Springs, Va., in the heart of the Allegheny Mountains, 2,500 feet above the sea-level, with their natural warm and mud baths, and careful provision for the general health and comfort of visitors in a hotel of 400 rooms, adjoining a golf-course patronized by many of the best players in the country, are visited by many at this season. The return fare from New York is $22; that from Chicago, $27—both involving one night's ride in a sleeper ($2.50). Of course, Natural Bridge, Va., and its adjacent points of interest (from New York, $19.90) are visited en route by many travelers.

Proceeding to North Carolina there are, in the West, Ashville (from New York, $34; Chicago, $29), surrounded by forty-three mountain peaks higher than Mount Washington, lying near the junction of the Swananoa and French Broad rivers, with golf-links, opera-house, and innumerable horseback rides to notable features of the vicinity, and a pine-laden, health-bringing air; and, in the East, Pinehurst and Southern Pines (from New York, about $25; Chicago, $32), lower in elevation, and situated in the thermal belt of the long-leaf-pine section, with similar arrangements. Camden, S. C. (from New York, $32; Chicago, $36.80) is in the long-leaf-pine district, and it as well as Aiken (New York, $38; Chicago, $39.40) is equipped with golf-courses and other provisions for the entertainment of visitors, while Columbia, the capital city, much visited for its own sake, lies between. Brunswick, Ga. (New York, $45; Chicago, $42.50), lies on the coast, adjoining Jekyl Island, and is noted for its fishing and shooting, and its shell roads along the sea.

The more ambitious traveler, who desires points of special interest as objective, may take one of several trips to Mexico City (excursion rate from New York, $121.10; Chicago, $89.95; berth one way, $18.61 and $14.11 respectively). Points along the line, or involving side trips, include Hot Springs, Ark., and Galveston, Austin, and San Antonio, Tex., to visit which special arrangements are readily made. San Antonio, particularly, with its historic edifices, such as the Alamo and the San Juan Mission, claims special attention, as well as for its floral beauty. In Mexico itself Monterey, Saltillo, San Luis Potosi, and Queretaro, each with its picturesque features, are passed through by one route, and from Mexico City side trips may be taken, according to the time and expense at disposal, to the "Sun" and "Moon" Pyramids and even to Vera Cruz on the Gulf. From Puebla one may reach Tehuacan, Oaxaca, the Big Trees of Tule, the Ruins of Mitla, and the Pyramid of Cholula. The amount of printed matter describing Mexican points of interest issued by the railroads is very extensive.

When a few "days off" are desired, health and pleasurable occupation may be found nearer home at Lakewood and Atlantic City, N. J. Lakewood (return fare from New York, $2.35) is situated among fragrant, health-bearing pines, and affords quiet retreat to tired people, and out-of-door sports to those more actively inclined. One may be fashionable or otherwise. Atlantic City (return fare from New York, $5.00) is the great all-the-year-around resort of the East. Its comfortable hotels and boarding-houses, its famous "board walks," with their daily parades, its miles of beach and private sea-water baths, and varied entertainments for all classes appeal to proud and lowly alike.

THE PACIFIC COAST AND THE ORIENT

California can be reached by a variety of routes, some of which were referred to in an article of a month ago. According to one's purse one can travel by Overland Limited, via Chicago and Omaha, with observation-car, enjoying the Mississippi scenery; a trip to Salt Lake City, the Mormon Zion, from Ogden; past the Rockies by daylight; through the Sierra Nevada, and two hundred miles to San Francisco and its Golden Gate through a succession of beautiful scenes; thence down the coast from mission city to mission city, and to Los Angeles and its flowering avenues. Southern California hotels and boarding-houses are noted for their excellence and

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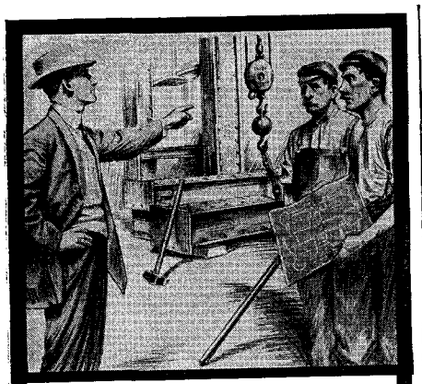

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reasonableness. There are as trains the Golden State Limited, California Fast Mail, and Fast Tourist-car Service via El Paso or via Colorado, at varying prices, by another route from Chicago, and, when desired, winter-tourist tickets at very low fares, on sale until April 30, 1908; by this route, also, a round trip on March 17 to Salt Lake City and Ogden ($39 from Chicago; add about $36 from New York). Round-trip tickets to California and the Pacific Northwest—Los Angeles to Seattle—are $110 from Chicago. The regular return fares to San Francisco or Los Angeles direct from New York vary from $143.70 to $148.20. Regular one-way fares from Chicago to California cities are, first-class, $59.20; second-class, $49.20, the latter honored in Tourist Pullmans on payment of berth rate. Round-trip excursions to Arizona and City of Mexico from Chicago are rated at $85 and $89.95 respectively.

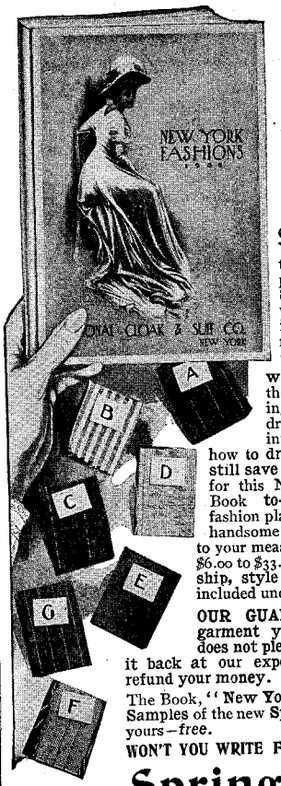
Still another route runs across picturesque Illinois and Iowa, including the Overland Limited and the Los Angeles Limited, with the latest and most comfortable conveniences associated with a notable tourist-car service. Another route, the Sunset Limited, to California is of national reputation, while another described more fully in an earlier article introduces one to the Grand Cañon of Arizona, the petrified forest, and the Zuñi Pueblos on the way, under the personally conducted plan.

A twelve-day voyage from Vancouver to the Orient may be made by the magnificent steamers of one line, 485 feet in length, running to Yokohama, Nagasaki, Shanghai, and Hongkong, and sailing once in every two or three weeks. The wonderful Canadian scenery may be observed by the Northern route to Vancouver, embracing some of the most majestic ranges in the world. On the three lines crossing the Pacific the minimum of first-cabin fare is about $150 one way. The other sailings are from San Francisco and Seattle.

THE WORLD'S GREATEST PORT

Travelers making by water any of these early spring trips would sail from the harbor of New York. Few persons among them probably will understand that New York is now the greatest port in the world. While it is true that more than twice as many vessels clear each year from the port of London, the average cargo value from London is only $47,242, while that from New York is $92,307. Charles H. Cochrane, writing on this subject in a recent number of *The Broadway Magazine*, points out that, in any estimate of this kind, one marked difference in the character of the two ports must be borne in mind:

"London is England's one commercial center, and, aside from Liverpool, its only great place of export and import. It has, too, practically a monopoly of the coastwise trade of the Kingdom, for practically all manufactured articles come to London either for export or for distribution to other parts of the Kingdom. Cotton goods are shipped by water from Manchester to Lon-



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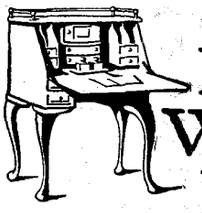

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don; from London they are shipped by water to other ports of England, Ireland, and Scotland or to foreign ports.

"On the other hand, New York is not the one commercial center of America. When the manufacturer of shoes in Boston sends his goods to Baltimore, he either sends them by rail or by vessel direct, without entering New York. If he wants to send his goods to France or Germany, he sends them from the port of Boston. That is, the chief ports of the Atlantic sea-coast—New Orleans, Charleston, Mobile, Norfolk, Philadelphia, and Boston—engage a coastwise and foreign trade in entire independence of New York. Less than twenty-eight per cent. of New York's tonnage is represented in coastwise trade, whereas fully fifty per cent. of London's is coastwise. In other words, of London's commerce, amounting to $1,370,000,000 annually, only $685,000,000 represents foreign trade, whereas of New York's $1,200,000,000 annual commerce $864,000,000 represents foreign trade, or an actual excess over London of $179,000,000."

"To accommodate this enormous trade, New York has four hundred and four miles of improved water-frontage; that is, four hundred and four miles of docks. This is half the distance between New York and Chicago. London has less than two hundred miles of similar water-frontage; Liverpool has less than one hundred miles, while Hamburg, Antwerp, Rotterdam, or Havre have each less than Liverpool. Practically all the available water-frontage of these foreign ports has been absorbed by their docks, while New York has improved only a little over one-half of its available shore. When all the available coast-line is improved, as it must be rapidly, it will measure nearly as many miles as lie between the Atlantic seaboard and the Mississippi River."

Mr. Cochrane calls attention to the fact that the water-frontage of Manhattan Island is so rapidly being taken up that, before many years have passed, docks, from necessity, will have to be found exclusively elsewhere. Among sources of possible relief is the proposed improvement at Jamaica Bay, which lies east of Coney Island, and is six hours nearer New York than any other available point of landing outside of New York Harbor. At Jamaica Bay the long trip up the channel would be avoided. Moreover, the improved railroad facilities now under way, including the tunnels under the city and under the two rivers, will "make Jamaica Bay as near the center of the city as South Brooklyn or Jersey." He says further of the Jamaica-Bay scheme:

"A year ago Mayor McClellan, cooperating with business organizations of the city, appointed a commission to examine the feasibility of the Jamaica-Bay project, and to suggest plans for its realization. The Jamaica Bay Improvement Commission has recommended the purchase of 9,000 acres of shore-land around the bay at a cost of $36,000,000, draining and walling it at a cost of $27,000,000, and then spending $50,000,000 more for buildings and docks. The city would cooperate with the Federal Government in dredging the bay itself to a depth of fifty feet, the sand removed being utilized to build up the shore-land. The Federal Government, it is suggested, would build a long jetty out into the ocean and dredge a channel to the bay."

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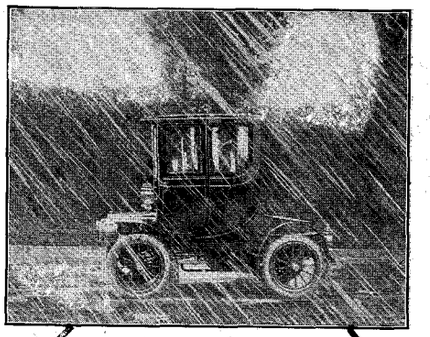

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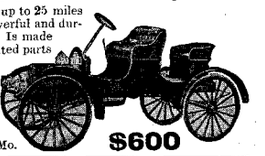

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Unionville, Missouri

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CURRENT POETRY

The Unforgiven.

By Theodosia Garrison.

Never for me shall your lamp be lighted,
  Never for me shall your door stand wide,
  Tho the ghost may come when the man has died
To keep the oath that his live lips plighted.

Tho a thousand lights on the way be sighted,
  Dark and unhoused one heart must bide;
Never for me shall your lamp be lighted,
  Never for me shall your door stand wide.

I pay the price of a wrong unrighted—
  I am free of the world from tide to tide,
  But I never may kneel by one love's side,
Penitent, heart-sick for all I slighted.
  Never for me shall your door stand wide,
Never for me shall your lamp be lighted.

—*Smart Set* (March).

Barabbas.

By Margaret Ashmun.

And they released Barabbas, and he went
  Forth from his dungeon, joying in the grace
  Of life regained; yet, as he passed, a face
Shone out from the dim corridor, and bent
Its gaze upon him; questioning, intent.
  He knew that brow where anguish had its place,
  Those lips prophetic, sealed now for a space,
Those eyes, deep-welled with awful, still content.
  The robber paused to marvel at the Man
Whose death should serve for his; nor spoke aloud
  The foul jest in his throat. He stayed to scan
Once more that visage calm; then, trembling, bowed
  With fear and harsh, soul-harrowing grief, he ran
And hid himself, sick-hearted, in the crowd.

—*New England Magazine* (March).

When I Am Dead.

By John G. Neihardt.

When I am dead, and nerveless hands have thrust
My body downward into careless dust;
I think the grave can not suffice to hold
My spirit prisoned in the sunless mold!
Some subtle memory of you shall be
A resurrection of the life of me—
Yea, I shall be, because I love you so,
The speechless spirit of all things that grow.

AN OLD NURSE
Persuaded Doctor to Drink Postum.

An old faithful nurse and an experienced doctor are a pretty strong combination in favor of Postum instead of coffee.

The doctor said:

"I began to drink Postum five years ago on the advice of an old nurse.

"During an unusually busy winter between coffee, tea and overwork I became a victim of insomnia. In a month after beginning Postum in place of coffee I could eat anything and sleep as soundly as a baby.

"In three months I had gained twenty pounds in weight. I now use Postum altogether instead of coffee; even at bedtime with a soda cracker or some other tasty biscuit.

"Having a little tendency to Diabetes, I use a small quantity of saccharine instead of sugar, to sweeten with. I may add that to-day tea or coffee are never present in our house, and very many patients, on my advice, have adopted Postum as their regular beverage.

"In conclusion I can assure any one that, as a refreshing, nourishing and nerve-strengthening beverage, there is nothing equal to Postum." "There's a Reason." Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs.

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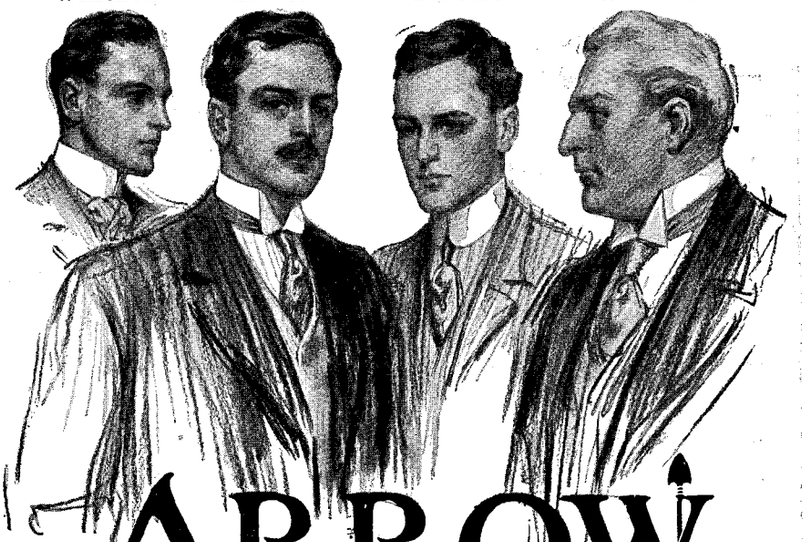

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You shall not touch a flower, but it shall be
Like a caress upon the cheek of me.
I shall be patient in the common grass
That I may feel your footfall when you pass.
I shall be kind as rain and pure as dew,
A loving spirit 'round the life of you.
When your soft cheeks by perfumed winds are fanned,
'Twill be my kiss—and you will understand.
But when some sultry, storm-bleared sun has set,
I will be lightning if you dare forget!
—*From A Bundle of Myrrh* (Outing Publishing Co.).

PERSONAL

New Light on President Johnson.—The absolute unfitness of President Johnson for the responsibilities of his office is made strikingly apparent in the following descriptions of his inaugural speech as Vice-President, and later, after Lincoln's assassination, of the conditions under which he took the oath of office as President of the United States. Senator Stewart of Nevada, who was then in Washington, tells some "suppressed history" about Johnson in his reminiscences now running in *The Saturday Evening Post*. We read:

When he entered the Senate Chamber to take the oath of office as Vice-President, and to call that body to order, he had been drinking. He was assisted to the chair by the sergeant-at-arms and two doorkeepers. He appeared as a man who did not realize what he was doing.

Immediately after the oath had been administered he grasped the desk before him with an unsteady hand, and began an incoherent tirade.

There was no particular point or sense in what he attempted to say. "The people are everything!" he bawled. "The people are everything!" and this seemed to be the sole idea he possest. He pointed to Mr. Seward, who was seated directly in front of the desk.

"You are nothing; you are nothing, Mr. Seward," he said. "I tell you, the people are everything."

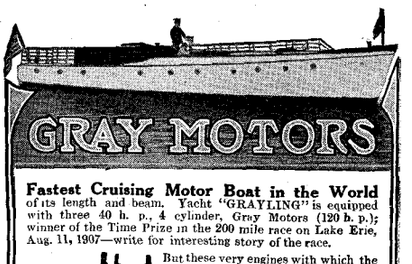
This continued for some time. Several Senators endeavored to persuade him to leave the stand. Finally, he was removed by the sergeant-at-arms to the Vice-President's room, where he was detained until the ceremony was concluded. All persons present were shocked and amazed, and there was a universal appeal to the representatives of the press to refrain from publishing anything about the disagreeable scene. The newspapers of the country which alluded to it at all did so in vague and obscure language.

From the hour Lincoln was shot until daylight the next morning, excitement in Washington was intense. There were 30,000 unarmed paroled Southerners in the city, and 60,000 Federal soldiers swarmed the streets. There was grave danger of riot and bloodshed. Those who realized the serious condition of the situation hastened to seek out the Vice-President. As Senator Stewart tells it:

Mr. Lincoln died about daylight, and, within ten minutes of the time, I met Senator Foote, the grand, gray-haired statesman from Vermont, who was chairman of the Republican caucus and master of ceremonies in the Senate. He was hailing a dilapidated wagon, which had seen better days as a carriage, in front of Willard's Hotel. He put his hand on my shoulder as the news of the President's death reached us, wafted on a thousand excited tongues, and said:

"We must get the Chief Justice at once and swear in the Vice-President. It will not do in times like these to be without a President."

FLEISCHMANN'S COMPRESSED YEAST HAS NO EQUAL



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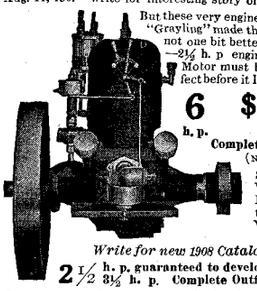

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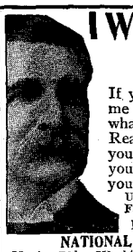

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Maka-Belt

Write (or send a sample) of color of your shirt waist, stock, dress or tie and $1.00 and we will send postpaid enough **Maka-belt** fabric for four large belts (all different). We make hundreds of combinations of colors and patterns, all delicate, stylish, new. You will be delighted. Samples for 2 cent stamp.

MAKA-BELT CO.
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We directed the driver of the hack to take us to the residence of Mr. Chase, who lived in what was then known as the Sprague mansion, at the corner of Sixth and E streets. Mr. Chase was in his library, pacing back and forth and in deep thought. We explained our business, and he got into the vehicle with us, and went to the old Kirkwood house, on Pennsylvania avenue.

I sprang out, went to the desk, and asked the clerk what room the Vice-President occupied. He said:

"I will send up your card."

"No, you won't," I said; "I'll go up myself. We want to see him on important business. Send a boy to show the way." The clerk then said:

"It is on the third floor. Turn to the right at the head of the stairs." There were no elevators in the hotels at that time, and we climbed the stairs laboriously. A negro boy showed us the room, and I rapped on the door. There was no answer. I rapped again and again. Finally I kicked the door and made a very loud noise. Then a voice growled:

"Who's there?"

"Senator Stewart," said I; "and the Chief Justice and Senator Foote are with me. We must see you immediately."

After some little delay the door was opened and we entered. The Vice-President was partially drest, as tho he had hurriedly drawn on a pair of trousers and a shirt. He was occupying two little rooms, about ten feet square, and we entered one of them, a sitting-room, while he finished his toilet in the other.

In a few minutes Johnson came in, putting on a very rumpled coat. He was dirty, shabby, and his hair was matted, while he blinked at us through squinting eyes. As he came into the room we were all standing. Johnson felt for a chair and sat down. Chief Justice Chase said very solemnly:

"The President has been assassinated. He died this morning. I have come to administer the oath of office to you." Johnson seemed dazed at first. Then he jumped up, thrust his right arm up as far as he could reach, and said:

"I'm ready!" in a thick, gruff, hoarse voice. The Chief Justice administered the oath. Johnson—President Johnson—went back to his bedroom, and we retired.

I then went to Stanton's house. As I arrived his

BRAIN POWER

Increased by Proper Feeding.

A lady writer who not only has done good literary work, but reared a family, found in Grape-Nuts the ideal food for brain work and to develop healthy children. She writes:—

"I am an enthusiastic proclaimer of Grape-Nuts as a regular diet. I formerly had no appetite in the morning and for 8 years, while nursing my four children, had insufficient nourishment for them.

"Unable to eat breakfast I felt faint later, and would go to the pantry and eat cold chops, sausage, cookies, doughnuts or anything I happened to find. Being a writer, at times my head felt heavy and my brain asleep.

"When I read of Grape-Nuts I began eating it every morning, also gave it to the children, including my 10 months old baby, who soon grew as fat as a little pig, good natured and contented.

"Within a week I had plenty breast milk, and felt stronger within two weeks. I wrote evenings, and feeling the need of sustained brain power, began eating a small saucer of Grape-Nuts with milk instead of my usual indigestible hot pudding, pie, or cake for dessert at night.

"Grape-Nuts did wonders for me and I learned to like it. I did not mind my housework or mother's cares, for I felt strong and full of 'go.' I grew plump, nerves strong, and when I wrote my brain was active and clear; indeed, the dull head pain never returned."

"There's a Reason."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs.

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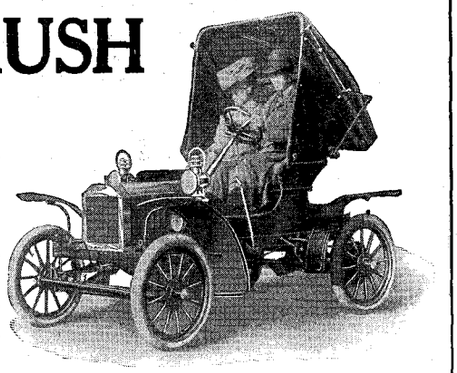
Seats two—that's all. Goes fast enough—that's all. Costs less to run than a horse.



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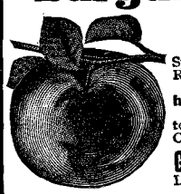

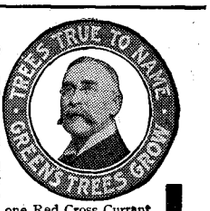

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$15 A NEW TYPEWRITER $15

For traveling and home use. Practical, portable. Weight 4 pounds. Standard Keyboard, visible Writing. Guaranteed. Send for circular.
W. B. PUTNEY, JR., 6 Rector St., New York.

carriage was being driven to his door, and, presently, he came down the steps.

I told him of the condition of Johnson, and said that he must be taken care of—the man who had just taken the oath of office as President of the United States. Stanton and I were driven back to the Kirkwood house, and, accompanied by the coachman, we went directly to Johnson's room. He was lying down. We aroused him, led him down-stairs, and put him into Stanton's carriage.

We took him to the White House, and Stanton sent for a tailor, a barber, and a doctor. He had a dose administered, and the President was bathed and shaved, his hair was cut, and a new suit of clothes was fitted to him. He did not, however, get into a presentable condition until late in the afternoon, when a few persons were permitted to see him to satisfy themselves that there was a President in the White House.

MORE OR LESS PUNGENT

The New Diplomacy.—"Tommy," said the hostess, "you appear to be in deep thought."

"Yes'm," replied Tommy; "ma told me somethin' to say if you should ask me to have some cake or anything, an' I bin here so long now I forgit what it was."—*Philadelphia Press.*

It Must Have Been.—"Ah, yes," said Senator Smugg, as he interlaced his claws in a self-satisfied way in front of his corporosity, "I got my start in life by clerking in a humble grocery store at a salary of $3 per week, and managed to save money on that."

"But," replied the astute reporter, "that, of course, was before cash-registers were invented."—*Puck.*

Tit for Tat.—A few days ago two young ladies hailed a tramcar, entered it, and found only standing room. One of them whispered to her companion:

"I'm going to get a seat from one of these men. You take notice."

She looked down the row of men and selected a sedate gentleman who bore the general settled appearance of a married man. She sailed up to him and boldly opened fire:

"My dear Mr. Green! How delighted I am to meet you! You are almost a stranger. Will I accept your seat? Well, I do feel tired, I heartily admit. Thank you, so much."

The sedate gentleman—a total stranger, of course—looked, listened, then quietly rose, and gave her his seat, saying:

"Sit down, Jane, my girl. Don't often see you out on a washing-day. You must feel tired, I'm sure. How's your mistress?"

The young lady got her seat, but lost her vivacity.—*London Tattler.*

Quits.—"A man tells every girl she is pretty, you know."

"Yes, and a girl gets even, you know."

"What do you mean?"

"A girl tells every man he is so original, but that she understands him perfectly."—*Nashville American.*

Merely Imitations.—"Our talented soubrette," announced the stage-manager, "will now endeavor to entertain the audience with a few take-offs."

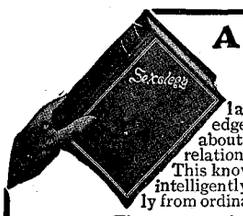
"Come along, paw," snorted Maw Hoptoad. "I hain't a-goin' to stand fer no undressin' scene."—*The Houston Chronicle.*

A Puzzle.—"Hello," cried young Mr. Newliwed, entering the kitchen, "making some bread, eh? Or is it cake?"

"I don't know," replied the dear little bride, with a despairing frown, "I haven't finished yet."—*Philadelphia Press.*

Disappointed.—"I will be your valentine," said the young man.

A shadow passed across the fair face of the girl. "I was so in hopes that I would not get any comics this year," she said.—*Philadelphia Ledger.*



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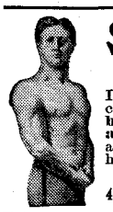

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The Last Analysis.—"Water," said the scientific person, "is H_2O."

"Yes," answered Mr. Dustin Stax, as he laid aside the market report, "some of it is, and a great deal of it I. O. U."—*Washington Star.*

CURRENT EVENTS

Foreign.

February 14.—The American battle-ship fleet arrives off Valparaiso, where President Montt reviews the war-ships from the *Baguedano* and escorts them out of the harbor.

February 15.—A report from St. Petersburg states that preliminary orders have been issued for the expedition of 60,000 troops to the Persian frontier.

Oxford and Cambridge decline the challenge of American colleges and universities for a track and field contest.

February 16.—A score of persons are injured in riots at Rome caused by anti-Clericals on the anniversary of the death of Giordano Bruno.

February 17.—Reports of Turkish military activity cause alarm in Russia.

Three men are killed and three wounded by the bursting of a steam-pipe on the French cruiser *Descartes* off Casablanca.

The Diario Español, of Havana, revives the charge that the *Maine* was blown up by order of the American War Department to justify intervention in Cuba.

Ignaz Edler von Plener, the Austrian statesman, dies in Vienna at the age of ninety-eight.

February 19.—The Japanese Government sends to Ambassador O'Brien its reply to America on the question of emigration. Further restrictions are conceded.

The German Government is reported to be considering the purchase of oil firms doing business in that country, and the establishment of a monopoly.

February 20.—The American battle-ship fleet arrives at Callao, Peru; Rear-Admiral Evans, while still in command, is too ill to go ashore.

Russian naval plans call for the expenditure of $1,078,000,000 in the next nine years.

General Stoessel is sentenced to death, General Fock reprimanded, and Generals Reiss and Smirnoff are acquitted by the court-martial in St. Petersburg. The court recommends the commutation of General Stoessel's sentence to ten years' imprisonment.

Domestic

GENERAL.

February 14.—Governor Hughes, at Albany, declines to grant the application of Attorney-General Jackson for an extraordinary term of the Supreme Court for the trial of the action brought to test the title of George B. McClellan to the office of Mayor of New York.

A Federal grand jury brings antitrust indictments against representatives of practically every union in New Orleans.

The American ship *Emily Reed* founders off the coast of Oregon; twelve lives are lost.

A marked improvement in the steel industry is reported in Pittsburg.

Charles W. Morse, the banker, arrives in New York City and is arrested and admitted to bail on two indictments charging grand larceny.

February 17.—Twenty-eight miners are entombed in a colliery near Mount Carmel, Pa.

February 20.—Information received by the Interstate Commerce Commission indicates that no general reduction of wages is contemplated by the railroads of the country.

Judge Ball, in Chicago, dissolves the injunction in the Illinois-Central litigation granted to Stuyvesant Fish last October. The decision is in favor of Mr. Harriman.

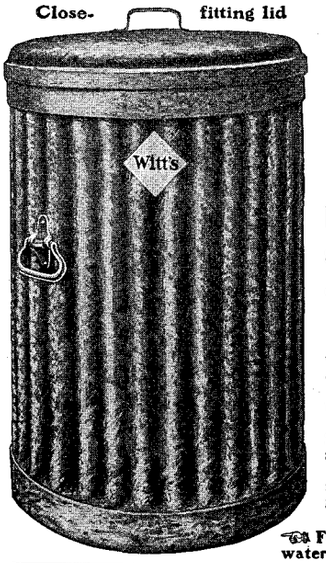
WASHINGTON.

February 16.—Rear-Admiral Converse, in a long report made public at Washington, answers the recently published criticisms of the American navy; his conclusions being that the ships are not inferior to those in foreign service.

February 17.—President Roosevelt accepts the resignation of Frank H. Hitchcock, First Assistant Postmaster-General, who is to assume management of Secretary Taft's campaign.

February 19.—A letter by the President to the Interstate Commerce Commission is made public calling for data in regard to the reduction of wages by railroad companies and the causes thereof.

February 20.—Baron Takahira, the new Japanese Ambassador, is received by President Roosevelt, the speeches of both expressing a strong desire for peace between the United States and Japan.



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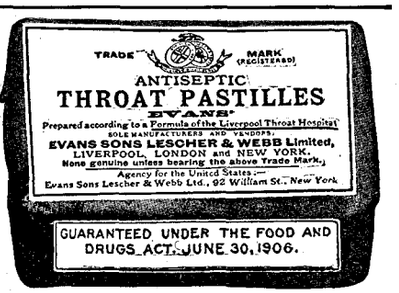
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References.

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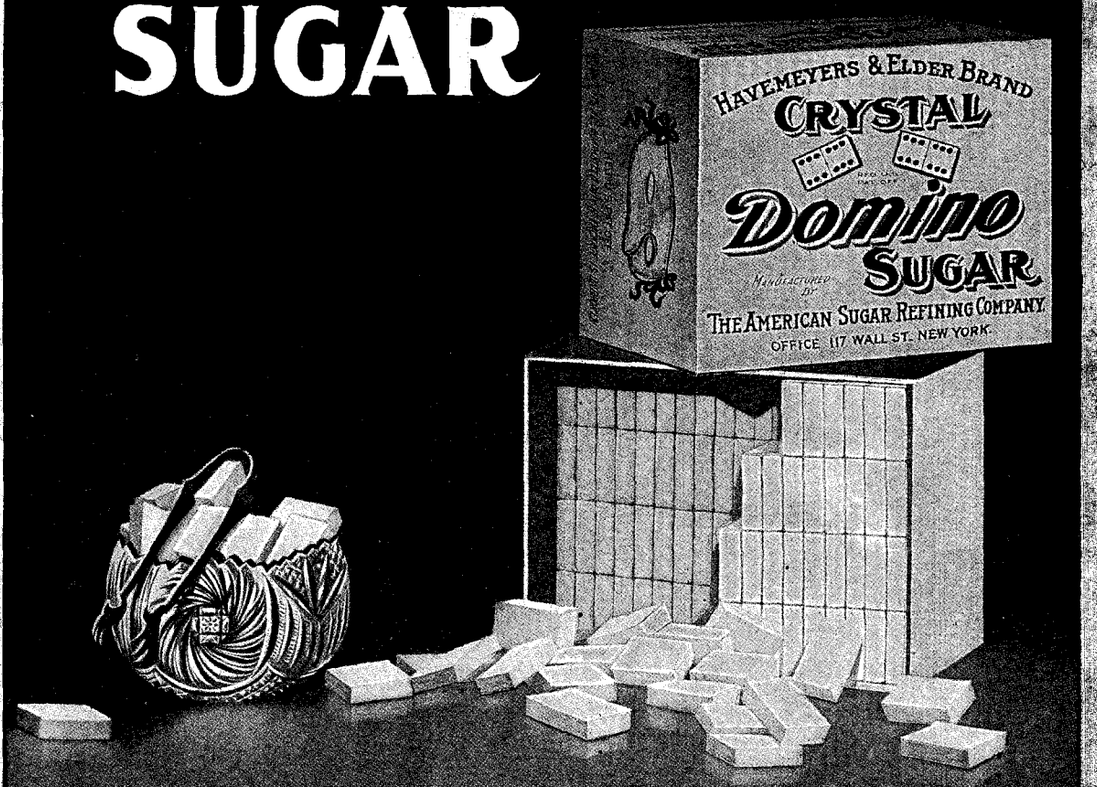

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